

70 TON
HC-208

GENERAL INFORMATION ONLY



Exceptional Strength With a 240 Foot Reach

This 70-ton rig offers a 180 foot boom plus 60 foot jib!

The tubular boom and jib are of the patented Link-Belt tetrahedron design. This assures strength and rigidity for safe handling of long booms and heavy loads. Pin connections are standard equipment throughout.

This machine will easily pick the maximum boom and jib off the ground and travel around the job. Here, at last, is a machine that combines eye appeal and functional design with dependability, durability and job-ability.

Truck Crane Specialists: Check These Standard Features

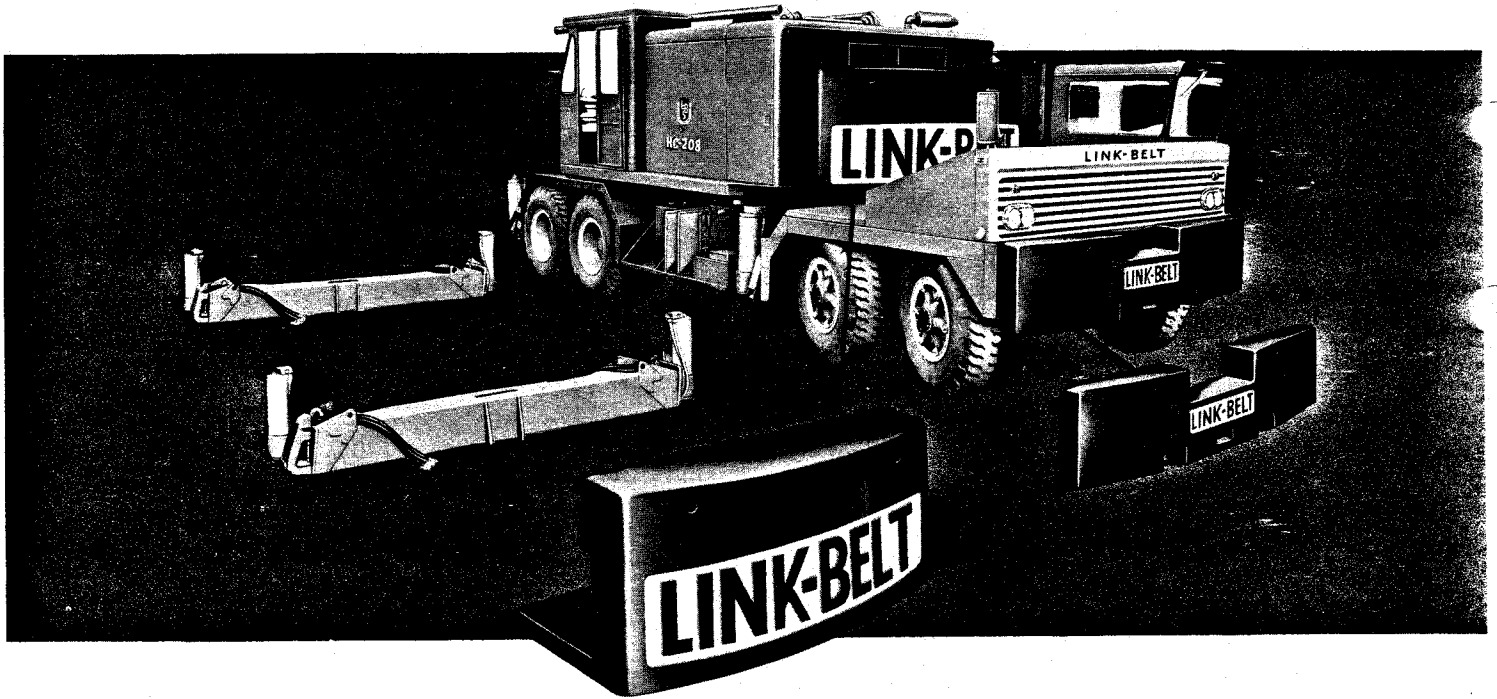
- 40-ft. basic boom, high-strength T-1 type steel
- Five head sheaves on anti-friction bearings
- 14-part boomhoist for precise boom control
- Hydraulic boomhoist kick-out safety device
- Dual boom backstops
- Boom gantry extends from 20' to 24'; hydraulically controlled from operator's position. Used as short boom for stripdown.
- Midpoint suspension cables for booms longer than 160'
- Tapered rear carrier frame gives clearance for lowering base boom section to ground

OPTIONAL BOOM EQUIPMENT

- 10-, 15-, 20- and 30-foot boom extensions
- 30-foot basic jib, high-strength T-1 type steel with 15-ft. extensions
- Boom angle indicator
- Hoist line boom deflector rollers

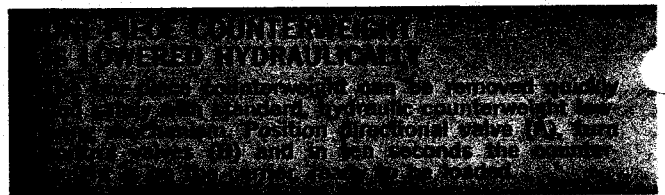
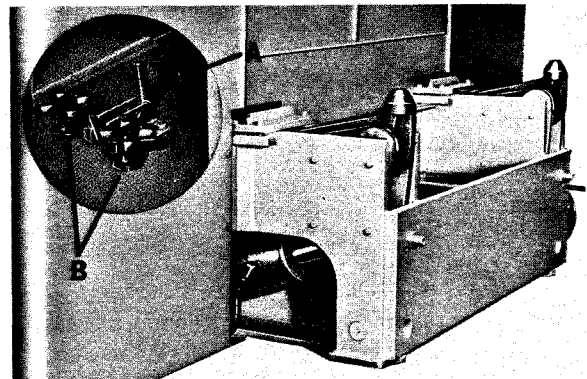
70 TON
HC-208

*The Specialist of the Industry
Demands Job-to-job Mobility*



Job Finished? In Minutes, You're on The Road and Ready To Travel

With high costs and tight schedules, stripdown time is money. The faster you move, the more money you make. All major components including front and rear outrigger boxes, bumper counterweight, upper counterweight and crane boom are easily removed. Assembly and disassembly are "208" specialties.



LINK-BELT SPEEDER

Cedar Rapids, Iowa • Woodstock, Ontario, Canada

Power cranes and shovels . . . diesel pile hammers . . . all hydraulic excavators



These specifications comply with the recommended Commercial Standard C590-58 developed under the National Bureau of Standards issued by the United States Department of Commerce.

GENERAL INFORMATION ONLY

HC-208 AXLE LOADING CHART 4-AXLE L-BS CARRIER

**LINK-BELT
SPEEDER**

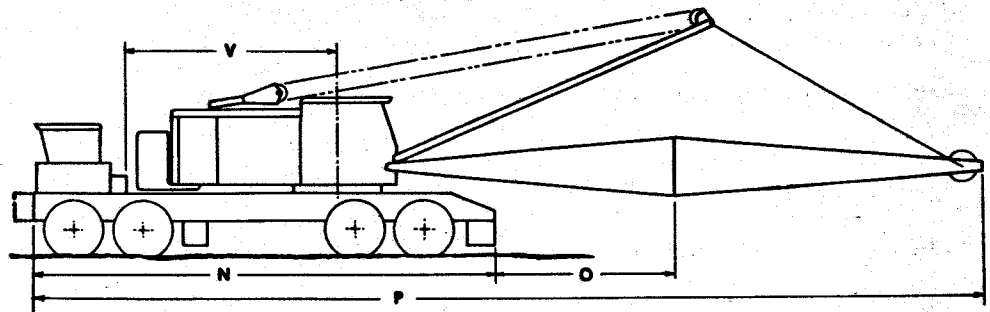
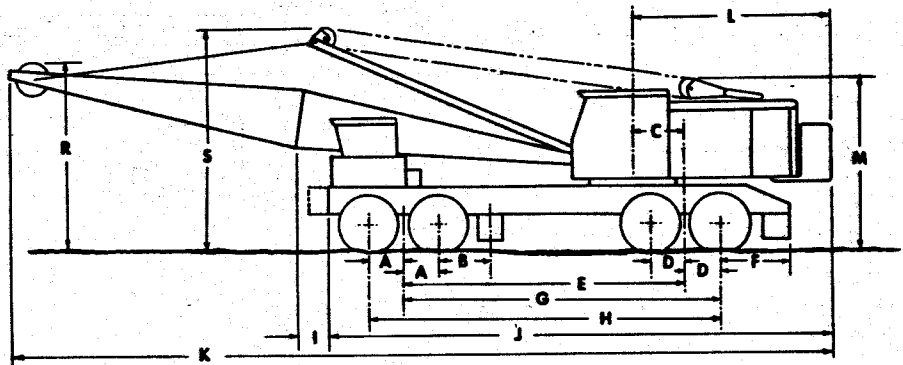
INDEX TO ILLUSTRATIONS

Dimensions:

- A - 2' 5"
- B - 3' 7"
- C - 3' 8"
- D - 2' 5"
- E - 19' 8" Wheelbase
- F - 4' 11"
- G - 22' 1"
- H - 24' 6"
- I - 1' 2" (1)
- J - 1' 9" (2)
- J - 36' 4" (2)
- J - 35' 9" (2)
- K - 59' 5"
- L - 14' 0"
- M - 11' 4" (3)
- N - 33' 4" (1)
- N - 32' 9" (2)
- O - 12' 6"
- P - 67' 9" (1)
- P - 67' 2" (2)
- R - 13' 6" (3)
- S - 15' 0" (3)
- V - 14' 9"

Over-all Width - 11' 0" (3)

GENERAL INFORMATION ONLY



- (1) With front bumper counterweight
- (2) With front bumper counterweight removed
- (3) These dimensions increase by 2" when machine is equipped with optional 14:00 x 24" tires

	TOTAL WEIGHT	AXLE LOADINGS IN POUNDS			
		UPPER FACING FRONT		UPPER FACING REAR	
		FRONT	REAR	FRONT	REAR
Basic Machines					
Upper and carrier with hydraulic outriggers	112,850	22,590	90,260	62,990	49,860
Upper and carrier with manual screw type outriggers	108,750	21,790	86,960	62,190	46,560
Basic Removable Components and Effect					
Upper counterweight	-21,000	+9,800	-30,800	-17,600	-3,400
Bumper counterweight	-10,800	-14,100	+3,300	-14,100	+3,300
Front outrigger box with hydraulic beams and jacks	-5,600	-3,860	-1,740	-3,860	-1,740
Rear outrigger box with hydraulic beams and jacks	-5,600	+1,790	-7,390	+1,790	-7,390
Front hydraulic outrigger beams and jacks only	-3,500	-2,400	-1,100	-2,400	-1,100
Rear hydraulic outrigger beams and jacks only	-3,500	+1,100	-4,600	+1,100	-4,600
Front outrigger box with beams and manual screw type jacks	-4,540	-3,160	-1,380	-3,160	-1,380
Rear outrigger box with beams and manual screw type jacks	-4,540	+1,450	-5,990	+1,450	-5,990
Front outrigger beams and screw jacks only	-2,440	-1,700	-740	-1,700	-740
Rear outrigger beams and screw jacks only	-2,440	+760	-3,200	+760	-3,200
Pontoons - set of four	-400	-200	-200	-200	-200
Front End Attachments and Effect					
*Crane attachment - 40' "Hi-Lite" boom with boom gantry	+9,300	+12,700	-3,400	-9,200	+18,500
Above attachment less boom upper section and extender cables	+6,180	+4,550	+1,630	-3,620	+9,800
Boom gantry only (30° above horizontal)	+3,150	+3,200	-50	-2,000	+5,150

*As described in the current HC-208 price list

(Over)

OPTIONAL COMPONENTS AND EFFECT	TOTAL WEIGHT	AXLE LOADINGS IN POUNDS			
		UPPER FACING FRONT		UPPER FACING REAR	
		FRONT	REAR	FRONT	REAR
Front drum lowering clutch	+ 400	+50	+350	+100	+300
Front drum lowering clutch and third drum unit	+ 2,100	+ 450	+1,650	+350	+1,750
(1) two speed planetary unit on front drum shaft	+ 450	+ 60	+390	+110	+340
(1) two speed planetary unit on rear drum shaft	+ 450	-	+450	+180	+270
General Motors 7087-7040 (8V71-N) carrier engine	+ 2,200	+ 2,400	-200	+ 2,400	-200
14:00 x 20 road lug type tires	+ 650	+ 220	+430	+ 220	+430
14:00 x 20 rock type tires	+ 420	+ 140	+280	+ 140	+280
14:00 x 24 transport type tires	+1,720	+ 310	+1,410	+ 310	+1,410
14:00 x 24 road lug type tires	+2,750	+ 650	+2,100	+ 650	+2,100
14:00 x 24 rock type tires	+2,390	+ 530	+1,860	+ 530	+1,860

NOTE: Due to variances in weights of castings and fabrications, and because the weights used are based on computations, these axle loadings should be considered approximate.

GENERAL INFORMATION ONLY

LINK-BELT SPEEDER

Link-Belt Speeder
Cedar Rapids, Iowa

Link-Belt Speeder (Canada), Ltd.
Woodstock, Ontario

COMPETITIVE TRUCK CRANE ANALYSIS of the Link-Belt HC-208

Truck Crane capacity: 70 ton PCSA Class: 14-371 Date: March 1, 1967

UPPER FRAME

	Weldment or Casting	Stress Relieved	Integral or Bolted
Main Frame:	<u>Weldment</u>	<u>Yes</u>	<u>Integral</u>
Mach. side housings:	<u>Weldment</u>	<u>Yes</u>	<u>Integral</u>
Gears, chain, etc. (briefly describe lay-out, in oil, etc.): <u>Full function w/ independent two-directional power thru two pinions on two-piece jack shaft & 2 size spur gear, same size used on both sides of shaft.</u>			

SWING SHAFT:

Stationary
Constantly turning w/3-bevel arrangement: W/2bevel Bevels encl. in oil: Yes Mounted in line bores-anti-friction bearings: Also furnishes power for: Swing only

STANDARD BOOMHOIST:

Power source; machine location: Top rear of mach. side housing
Independent: Yes Method of raising: Internal expanding 2-shoe clutch
Lowering (describe): Internal expanding 2-shoe clutch
Brake (describe): External contracting automatically spring applied, hyd. released
Optional (describe): None

DRUM SHAFTS:

Power source: Swing spur gear
Mounted in: Line bores-anti-friction bearing Constantly turning: No
Dual or Tandem drums: Tandem Drums mounted on: involute splined to shaft
Removal laggings: None Laggings mounted to: None

CLUTCHES:

Interchangeable:	<u>Yes</u>	Mounted outside side housings:	<u>Yes</u>
Clutch Size and Type		Clutch Size and Type	
Swing:	<u>20" x 5" Internal expanding 2-shoe</u>	Load Low Front:	<u>20" x 5" Internal expanding 2-shoe</u>
Boomhoist:	<u>20" x 5" " " " "</u>	Load Low Rear:	<u>20" x 5" " " " "</u>
Drum:	<u>20" x 5" " " " "</u>	3rd Drum:	<u>20" x 5" " " " "</u>

DRUM BRAKES:

Mechanical, hydraulic, etc.: Mechanical Size: 34" x 5"
Mounted over clutches: No-mounted inside side housing

CONTROLS:

Standard: Speed-o-Matic power hydraulic Optional: None

HORSEPOWER:

Make & Model Std. Engine: Waukesha 140GZ Engine h.p. @ (F.L.S.) (Net) (??) 127 hp.
Line speed & pull: Inhaul drum 21,500# @ 179 f.p.m. Hoist drum 21,500# @ 179 f.p.m.
Drum horsepower: Inhaul drum 105 Hoist drum 105 Trans. & clutch Chain friction clutch Optional engines: GM4030-N GM6082 torque converter

SPEEDS:

Swing: 2.98 rpm Boomhoist: 132 fpm Load Lowering: 179 fpm

COUNTERWEIGHT:

Crane: 21,000# Hoist: None
Removable (Explain): 2 hyd. cylinder lower on carrier bed

OPTIONS:

LOAD LOWERING CLUTCHES:

Power source; machine location: Swing spur gear
Inhaul: Yes opt. Hoist: Std. Gear or chain drive: Gear
Restrictions: None

THIRD DRUM:

Power source; machine location: From drum spur gear
Line pull & speed: 26,200# @ 132 fpm Gear or chain drive: Gear
Restrictions: None

SWING BRAKE: (How applied & location) Spring applied hyd. released located on reverse shaft

OTHER: 2-speed planetary

GENERAL INFORMATION ONLY

ATTACHMENTS

MAX. DRAG-CLAM: Capacity - Drag: None Clam: None Boom - Drag: None Clam: None

FAIRLEADER: Type: None Bearings: None Vert. rollers: None

CRANE: Type boom: Tube chord & lattice Basic boom: 40'
 Type boom: None Basic boom: None
 On Triggers: Max boom 180' Max boom & jib 240'
 On Tires: Max boom (Rear) 150' (Side) 110' Max boom & jib (Rear) 165' (Side) 150'
 Jib: Type Tube Basic lgth 30' Max lgth 60' Max Rating 24,000#
 Midpoint Cables required: Yes Boom stops: retractable Gantry (Type): Telescopic boom gantry
 Max boom & jib lift off ground: Outriggers 240' Tires 165' Travel Yes, 165'

CARRIERS

Mfg. by: Link-Belt Speeds: Low None High None
 Wheelbase: 19'8" Length: 33'4" Width: 11" Tires: 14.00x20, 18 ply Steer: power hyd Front Axle: bogie
 6 x 4: None
 8 x 4: 19'8" 33'4" 11" 14.00x20, 18 ply power hyd bogie
 Outriggers: Manual Opt deduct Hydraulic (Explain power source) Std-hyd pump driven
 from carrier engine
 Engine: (Type & H.p.) Waukesha F817C 260 hp Opt. Engine: GM 7087-7040 (8U71-N) 280 hp
 Main Trans: None Aux. Trans: None No. Speeds: None
 Clutch: Friction Brakes: Service Air Emergency: None
 Rear Axles: (Type & Width) Bogie-100" track Bumper Cwt: 10,800# Turning Radius: None
 Air pressure drop to 40psi applies brakes

TURNTABLE ROLLERS

Type: Ball bearing Mounted int: None

OVERALL TRAVEL HEIGHT

Cab: 11'3" Gantry: Raised 31'3" Lowered 11'4"

WEIGHTS & PRICES

	Price	Weight		Price	Weight
Carrier only:		60,800#	Hoe Attachment:	not available	
Std. Basic Unit:		50,680#	Load Lowering:	std. rear drum	
Crane Attachment:		11,910#	Front drum:		400#
Hyd. Outriggers:	std.	std.			

LIFTING CAPACITY

GENERAL INFORMATION ONLY

Boom	Radius	W/Outrgs. Side or Rear	On Tires	
			Side	Rear
40'	14'	140,000	60,290	92,630
	20'	102,000	39,650	57,270
	25'	77,990	29,270	43,000
	30'	57,660	22,910	34,140
	40'	32,230	15,510	23,750
60'	20'	101,000	39,280	56,890
	30'	57,400	22,530	33,760
	40'	36,930	15,130	23,370
	50'	26,700	10,960	17,460
	60'	20,560	8,280	13,650
80'	20'	95,000	38,920	56,510
	30'	57,140	22,160	33,380
	40'	36,630	14,750	22,990
	60'	20,230	7,900	13,270
	80'	13,200	4,660	8,650
100'	20'	85,000	38,550	50,130
	30'	56,880	23,790	33,000
	40'	36,330	14,380	22,610
	60'	19,890	7,570	12,890
	80'	12,850	4,280	8,260
	90'	10,650	3,230	6,730
	100'	8,930	2,390	5,560

Boom	Radius	W/Outrgs. Side or Rear	On Tires	
			Side	Rear
120'	30'	56,620		32,620
	60'	19,560		12,510
	80'	12,500		7,880
	100'	8,580		5,180
	120'	6,080		3,400
140'	30'	50,870		32,240
	60'	19,230		12,130
	100'	8,230		4,800
	120'	5,720		3,020
	140'	3,990		1,770
160'	30'	42,500		
	60'	18,900		
	100'	7,870		
	140'	3,630		
	160'	2,320		
180'	30'	34,000		
	60'	18,560		
	100'	7,520		
	120'	5,000		
	140'	3,270		
	150'	2,530		
	160'	1,930		

capacities based on 80% of tipping load Yes

GENERAL COMMENTS: With Link-Belt's exclusive independent shaft design, each operating shaft is mounted on anti-friction bearings & remains stationary unless performing its specific function. Two-directional power is available at each shaft. Shafts include splined shafts can be removed without major disassembly.

Always consult manual for latest literature available.

C-208 LIFTING CAPACITIES⁽¹⁾ WITH TUBULAR "HI-LITE" BOOM

SERIAL NO.

4-AXLE CARRIER WITH 10,800 POUND FRONT BUMPER COUNTERWEIGHT

Boom Length	Boom		With Outriggers		On Tires	
	Radius	Angle	Side or Rear	Side or Rear	Side	Rear
40'	12'	78°	140,000*	107,950*	69,250*	108,330*
	13'	76°	140,000*	102,950	64,480*	102,950
	14'	75°	140,000*	92,440	60,290*	92,440
	15'	73°	130,000*	83,950	56,580*	83,950
	20'	66°	102,000*	57,080	39,470	57,080
	25'	57°	77,990	29,080	29,080	42,810
	30'	48°	57,660	22,720	22,720	33,950
	35'	38°	45,400	18,420	18,420	27,990
	40'	24°	37,320	15,320	15,320	23,560
	45'	22°	28,860	12,980	12,980	20,250
50'	12'	80°	140,000*	107,950*	68,930*	107,950*
	13'	79°	140,000*	102,760	64,170*	102,760
	14'	78°	140,000*	92,440	59,980*	92,440
	15'	77°	130,000*	83,950	56,280*	83,950
	20'	71°	101,320*	39,470	39,470	57,080
	25'	64°	77,700*	29,080	29,080	42,810
	30'	58°	57,530	22,720	22,720	33,950
	35'	51°	45,260	18,420	18,420	27,990
	40'	43°	37,080	15,320	15,320	23,560
	45'	34°	31,240	12,980	12,980	20,250
60'	15'	75°	130,000*	83,760	55,970*	83,760
	20'	74°	101,000*	39,280	39,280	56,890
	25'	69°	77,170*	28,900	28,900	42,620
	30'	64°	57,400	22,530	22,530	33,760
	35'	58°	45,120	18,230	17,740	27,400
	40'	52°	36,930	15,130	15,130	23,370
	45'	39°	26,700	10,960	10,960	17,460
	50'	20°	20,560	8,280	8,280	13,650
	55'	18°	18,000*	55,670*	39,100	55,670*
	60'	17°	100,500*	39,100	39,100	56,700
70'	15'	72°	76,640*	28,710	28,710	42,430
	20'	68°	57,270	22,350	22,350	33,570
	25'	63°	44,980	18,040	18,040	27,550
	30'	59°	36,780	14,940	14,940	23,180
	35'	48°	26,540	10,770	10,770	17,270
	40'	36°	20,390	8,090	8,090	13,460
	45'	18°	16,300	6,220	6,220	10,800
	50'	17°	14,000*	38,920	28,530	38,920
	55'	16°	11,140	28,530	22,160	28,530
	60'	15°	7,140	22,160	17,860	22,160
80'	15'	67°	44,840	14,750	14,750	22,360
	20'	63°	36,630	11,580	11,580	17,080
	25'	55°	26,380	10,580	10,580	15,270
	30'	45°	20,240	7,900	7,900	13,270
	35'	34°	16,130	6,030	6,030	10,610
	40'	17°	13,200	4,660	4,660	8,650

LIFTING CAPACITIES SHOWN ARE IN POUNDS AND ARE NOT MORE THAN 85% OF THE MINIMUM TIPPING LOADS WITH MACHINE STANDING ON FIRM LEVEL GROUND AND ARE BASED ON MACHINE EQUIPPED WITH TWO PAIR OF LIFTING LUGS ON THE BOOM EXTENSIONS. USE OF MORE THAN TWO PAIR IN ANY BOOM WOULD DECREASE THE LIFTING CAPACITIES DUE TO INCREASED BOOM WEIGHT. A DEDUCTION MUST BE MADE FROM THE LIFTING CAPACITIES FOR WEIGHT OF HOOK BLOCK, HOOK, SLING, GRAPPLE, ETC.

WE ARE CONSTANTLY IMPROVING OUR PRODUCTS AND THEREFORE RESERVE THE RIGHT TO CHANGE DESIGNS AND SPECIFICATIONS. FOR CERTIFIED DIMENSIONS, CONSULT FACTORY.

Boom Length	Boom		With Outriggers		On Tires	
	Radius	Angle	Side or Rear	Side or Rear	Side	Rear
90'	25'	79°	90,000*	56,130	38,730	56,320
	30'	76°	75,580*	28,340	28,340	42,050
	35'	73°	57,010	21,970	21,970	33,190
	40'	66°	44,690	17,670	17,670	27,170
	45'	59°	36,480	14,570	14,570	22,800
	50'	51°	26,220	10,390	10,390	16,890
	55'	42°	20,060	7,170	7,170	13,080
	60'	32°	13,960	5,850	5,850	10,420
	65'	24°	10,820	4,470	4,470	8,450
	70'	16°	8,500*	3,420	3,420	6,950
100'	25'	81°	85,000*	38,550	28,160	38,550
	30'	78°	72,720*	28,160	28,160	41,860
	35'	75°	56,880	21,790	21,790	33,000
	40'	72°	44,550	17,480	17,480	26,980
	45'	69°	36,330	14,380	14,380	22,610
	50'	62°	26,060	10,200	10,200	16,700
	55'	56°	19,890	7,520	7,520	12,890
	60'	48°	15,780	5,660	5,660	10,230
	65'	40°	12,850	4,280	4,280	8,260
	70'	30°	10,650	3,230	3,230	6,750
110'	25'	79°	69,860*	27,970	27,970	41,670
	30'	76°	56,750	21,600	21,600	32,810
	35'	73°	44,410	17,300	17,300	26,790
	40'	71°	36,180	14,190	14,190	22,420
	45'	65°	25,900	10,010	10,010	16,510
	50'	59°	19,730	7,330	7,330	12,700
	55'	53°	15,610	5,470	5,470	10,040
	60'	46°	12,680	4,090	4,090	8,070
	65'	38°	10,470	3,040	3,040	6,560
	70'	29°	8,760	2,200	2,200	5,370
120'	25'	90°	67,000*	41,480	---	41,480
	30'	77°	56,620	32,620	---	32,620
	35'	75°	44,270	26,600	---	26,600
	40'	72°	36,030	22,230	---	22,230
	45'	67°	25,740	16,320	---	16,320
	50'	62°	19,560	12,510	---	12,510
	55'	56°	15,440	9,850	---	9,850
	60'	50°	12,500	7,880	---	7,880
	65'	44°	10,300	6,370	---	6,370
	70'	36°	8,580	5,180	---	5,180

GENERAL INFORMATION ONLY

Boom Length	Boom		With Outriggers		On Tires	
	Radius	Angle	Side or Rear	Side or Rear	Side	Rear
130'	25'	81°	64,140*	41,290	38,730	41,290
	30'	78°	53,740*	32,430	28,340	32,430
	35'	76°	43,840*	26,410	21,970	26,410
	40'	74°	35,880	22,040	17,670	22,040
	45'	69°	25,580	16,130	14,570	16,130
	50'	66°	19,400	12,320	10,390	12,320
	55'	59°	15,270	9,660	7,170	9,660
	60'	54°	12,330	7,690	5,850	7,690
	65'	48°	10,120	6,180	4,470	6,180
	70'	35°	7,030	4,020	3,420	4,020
140'	25'	79°	50,870*	32,240	28,160	32,240
	30'	77°	43,420*	26,220	21,790	26,220
	35'	75°	35,730	21,850	17,480	21,850
	40'	71°	25,420	15,940	14,380	15,940
	45'	66°	19,230	12,130	10,200	12,130
	50'	62°	15,100	9,470	7,520	9,470
	55'	57°	12,150	7,500	5,660	7,500
	60'	52°	9,940	5,990	4,280	5,990
	65'	46°	8,230	4,800	3,230	4,800
	70'	41°	6,850	3,820	2,390	3,820
150'	25'	79°	48,000*	34,000*	27,970	34,000*
	30'	76°	35,580*	26,220	21,600	26,220
	35'	72°	25,260	20,000	17,300	20,000
	40'	68°	19,060	14,930	14,190	14,930
	45'	64°	14,930	11,980	10,010	11,980
	50'	59°	11,980	9,770	8,070	9,770
	55'	55°	8,050	7,520	6,560	7,520
	60'	45°	6,670	5,540	4,090	5,540
	65'	39°	5,540	4,610	3,040	4,610
	70'	32°	4,610	3,810	2,200	3,810
160'	25'	80°	34,000*	26,220	21,600	26,220
	30'	78°	30,000*	21,850	17,300	21,850
	35'	75°	24,780	17,480	14,380	17,480
	40'	72°	18,560	14,380	10,200	14,380
	45'	68°	14,420	10,200	7,520	10,200
	50'	65°	11,460	7,520	5,660	7,520
	55'	58°	9,240	5,990	4,280	5,990
	60'	51°	7,520	4,800	3,230	4,800
	65'	44°	6,130	3,820	2,390	3,820
	70'	37°	5,000	3,130	2,390	3,130

(2) MID-POINT SUSPENSION CABLES ARE REQUIRED IN CONJUNCTION WITH BOOM GANTRY TO SUPPORT THE CENTER OF ALL BOOMS 160 FEET OR LONGER AT INITIAL LIFT OFF GROUND. * INDICATES THESE LIFTING CAPACITIES ARE BASED ON FACTORS OTHER THAN THOSE WHICH WOULD CAUSE A TIPPING CONDITION. SEE NOTE (1).