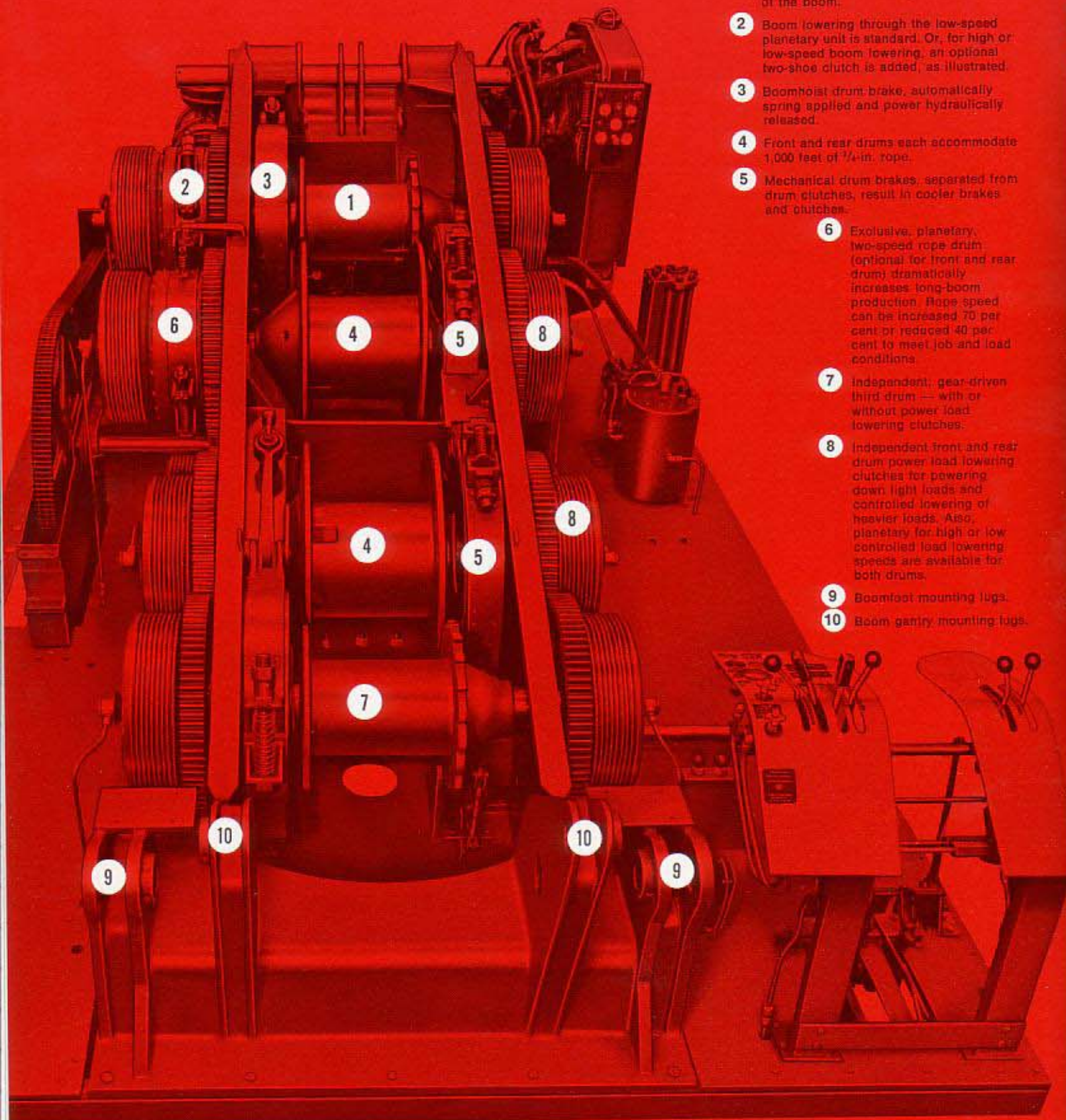


**Performs All Machine Functions
Independently or Simultaneously**

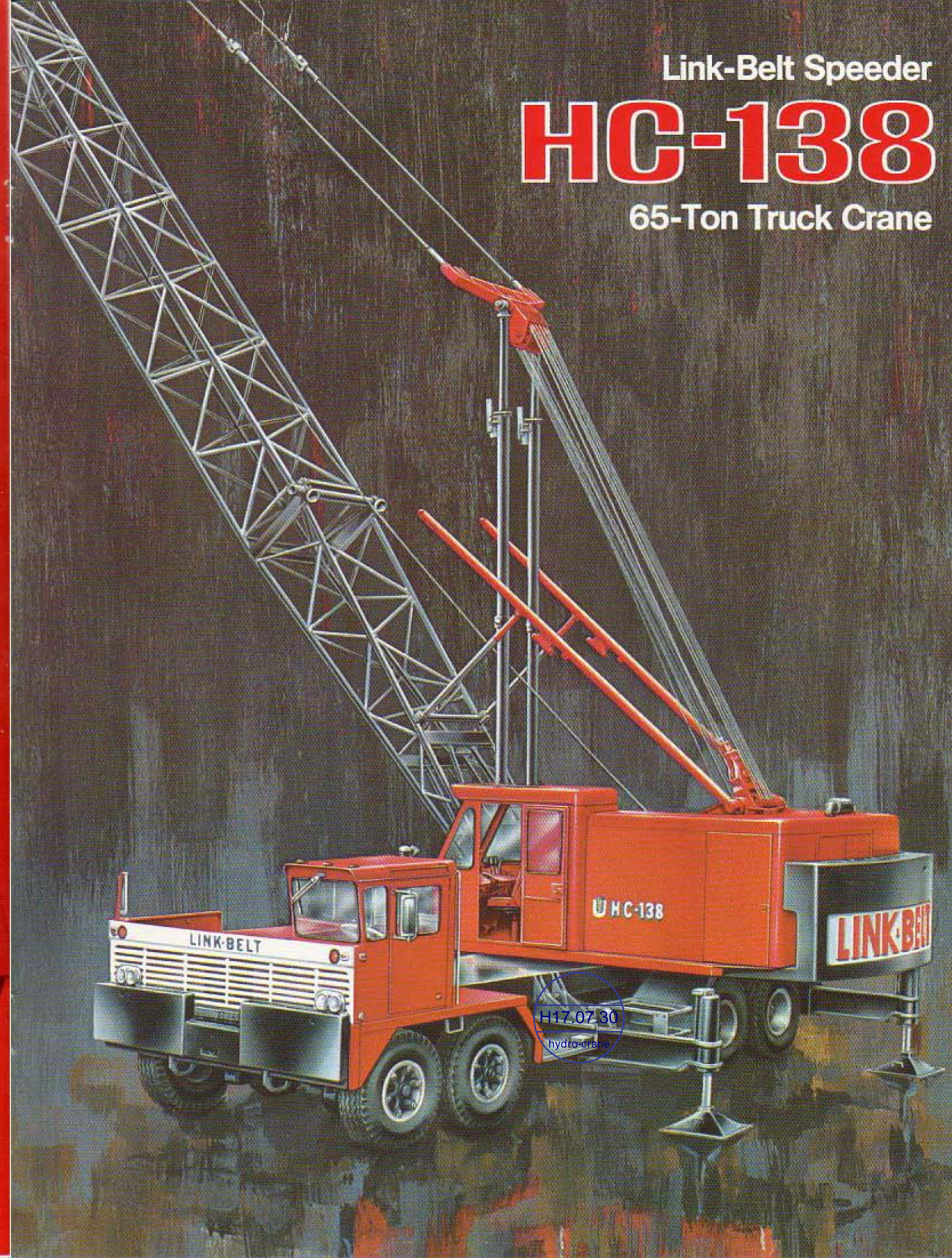


- 1 Independent, gear-driven boomhoist features power hydraulic two-shoe clutch for both precision raising and lowering of the boom.
- 2 Boom lowering through the low-speed planetary unit is standard. Or, for high or low-speed boom lowering, an optional two-shoe clutch is added, as illustrated.
- 3 Boomhoist drum brake, automatically spring applied and power hydraulically released.
- 4 Front and rear drums each accommodate 1,000 feet of 7/8-in. rope.
- 5 Mechanical drum brakes, separated from drum clutches, result in cooler brakes and clutches.
- 6 Exclusive, planetary, two-speed rope drum (optional for front and rear drum) dramatically increases long-boom production. Rope speed can be increased 70 per cent or reduced 40 per cent to meet job and load conditions.
- 7 Independent, gear-driven third drum — with or without power load lowering clutches.
- 8 Independent front and rear drum power load lowering clutches for powering down light loads and controlled lowering of heavier loads. Also, planetary for high or low controlled load lowering speeds are available for both drums.
- 9 Boomfoot mounting lugs.
- 10 Boom gantry mounting lugs.

Link-Belt Speeder

HC-138

65-Ton Truck Crane

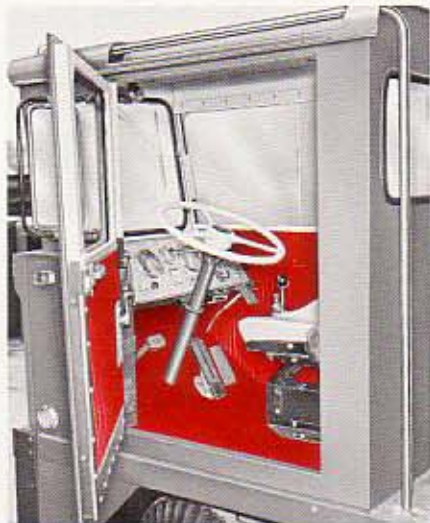


New HC-138
65-Ton Truck Crane

Created to meet the specific needs for the 65-ton user, the all-new HC-138 is Link-Belt Speeder's newest example of advanced engineering in the truck crane group. This new truck crane is engineered and constructed throughout to out-perform the most rigorous demands. The **carrier** is custom designed by Link-Belt Speeder for the 65-ton field. Excess weight has been removed from this sturdy frame, putting the strength where it is needed for travel over the road and on the job as well as for lifting on tires and outriggers.

Featuring an 8 x 4 drive with 14:00 x 20, 18-ply tires, the HC-138 carrier comes with either gasoline or diesel power. The engine drives through a Fuller Roadranger transmission which offers the flexibility of 12 progressive speeds for negotiating steep grades, maneuvering through traffic or travel at highway speeds. Top highway speed is

40.5 mph while on-the-job speeds are as low as .77 mph. Power steering and 8-wheel air brakes with Maxi brakes on rear wheels are standard. The

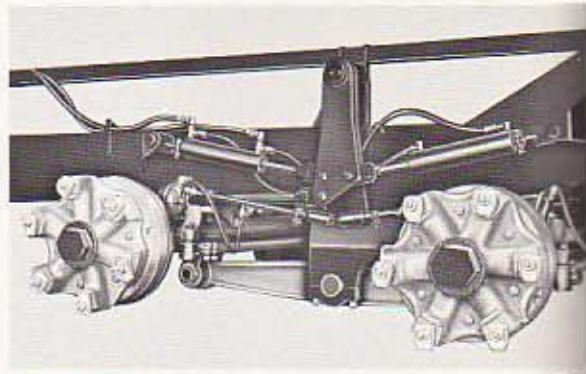


Carrier Cab

turning radius of the HC-138 is only 50 ft.10in. from the outside corner of the front bumper.

The **carrier cab** provides the HC-138 a touch of luxury. All side panels are attractively upholstered with red vinyl. The floor surface has been carpeted to cut down road noise and increase driver comfort. Tachometer, bucket seat with safety belt, ash tray, door handrail and bus-type mirrors are all standard equipment; cab heater and defroster, optional.

For protection against damage, the **power steering** components have been mounted up out of the way on the carrier frame. Steering is actuated by a



Power Steering

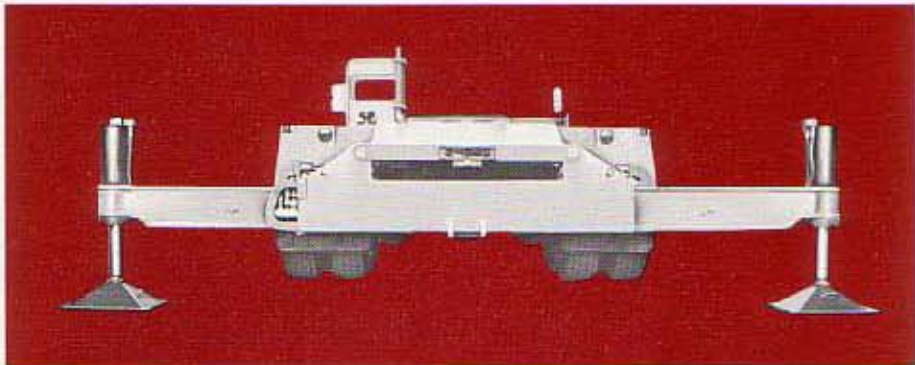
pair of double-acting interconnected hydraulic cylinders. Also, frame-mounted steering components eliminate wheel linkage interference that otherwise could occur with short-radius turns.

Powered by the truck engine, **hydraulic outriggers** are standard equipment. Separate out-and-down controls contour the HC-138 to rough terrain. Once the outrigger jacks are set, a check valve fixed to the jack cylinder "locks" the oil in the cylinder. Outriggers are double-box construction to provide maximum spread and stability. Front and rear outrigger boxes are each connected to the frame

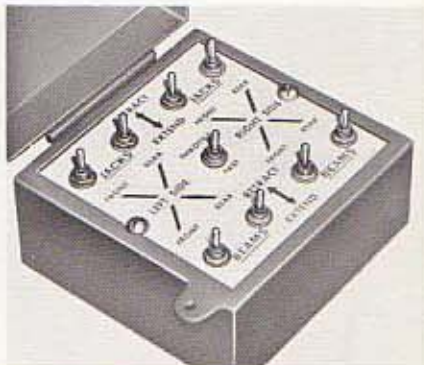
by four pins for quick removal to reduce over-all weight for highway travel.

Outrigger control boxes are located on each side of the carrier to allow precise control of both outriggers from either side of the truck carrier. Depending on the user's specific needs, the control boxes can be situated in either the carrier or upper cab.

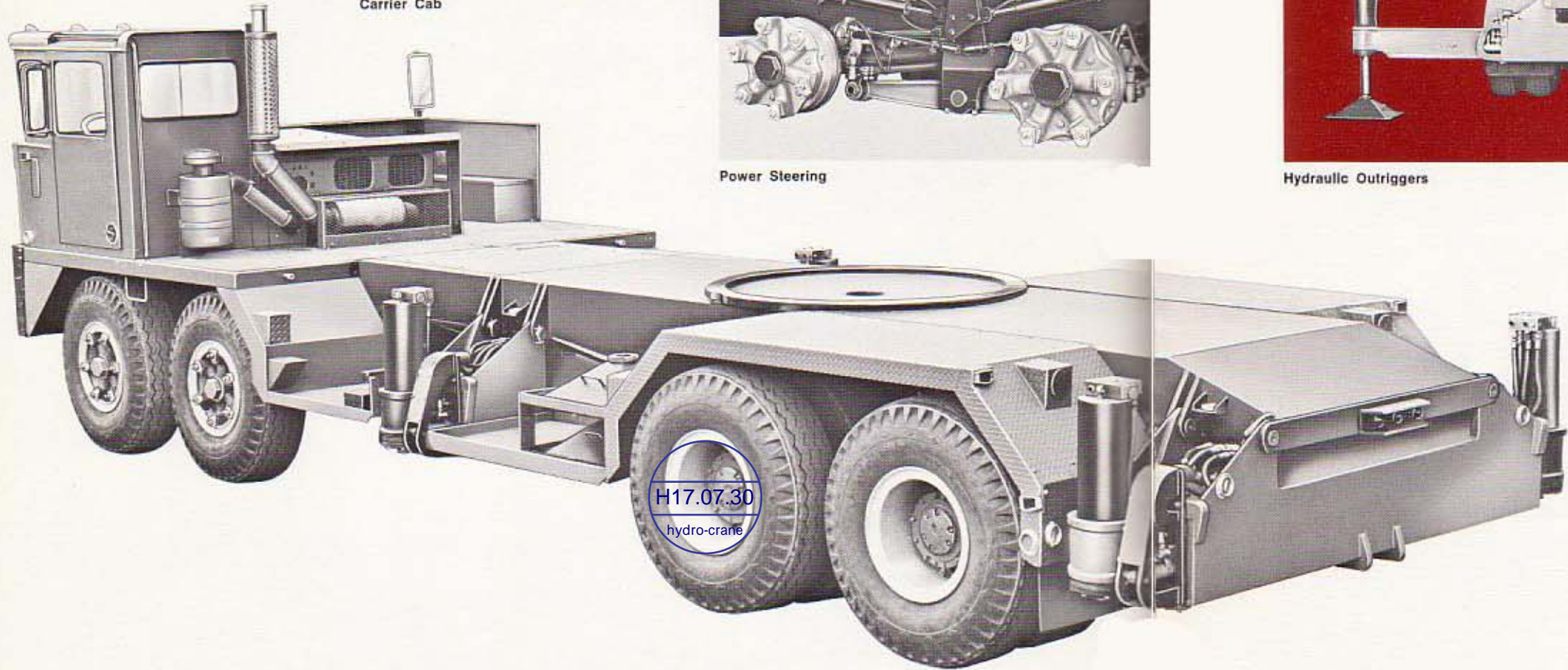
The crane upper is mounted to the truck by a massive **turntable bearing** which provides the ultimate in smooth swings and reliability. The bearing bolts to a specially designed carrier surface machined for close mounting tolerances.



Hydraulic Outriggers



Outrigger Control Box



Turntable Bearing

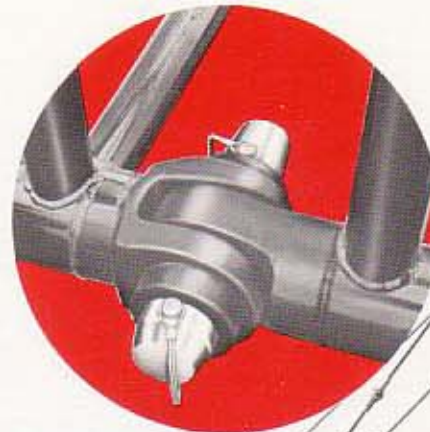
New Tubular Boom Design 160 feet "Hi-Lite" Boom; 50 feet "Hi-Lite" Jib

The HC-138 features a 40-ft. basic to 160-ft. maximum boom plus 20-ft. basic to 50-ft. maximum jib. With **"Hi-Lite" all-tubular boom and jib** design, this truck crane represents the ultimate in potential performance. Handle rated loads at any boom length with confidence. Tubular boom chord members are fabricated of high-strength T-1 type steel. Lattice members are machined for a better fit and strength with 360° weld.

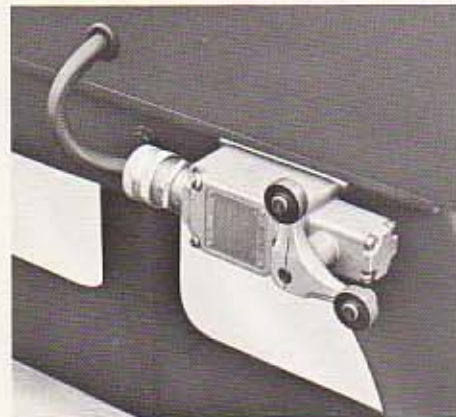
The **"Hi-Lite" boom pin connection** design provides exclusive customer benefits. In-line pin connections facilitate the insertion or removal of boom extensions. Pins are tapered for fast and easy pin-up. An exclusive development of Link-Belt Speeder engineering/manufacturing technology is the method of welding the in-line pin lug to the chord tube which avoids stress build-up. Also, the extended hub

on the female connection serves as an anchor for the jib guyline or for pendant lines when assembling the boom.

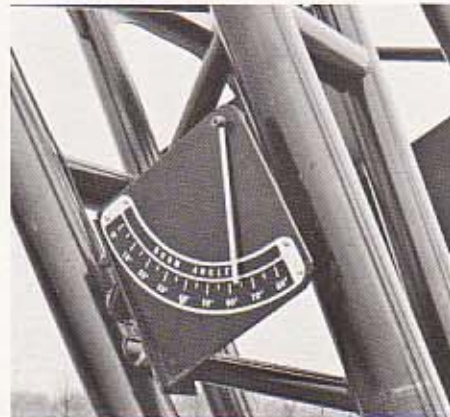
The **boomhoist kick-out device** of the HC-138 means added safety in close-radius booming. When the boom is raised closer than minimum radius, a boom stop triggers an electrical switch that automatically disengages the boom raising clutch, simultaneously engaging the spring applied boomhoist



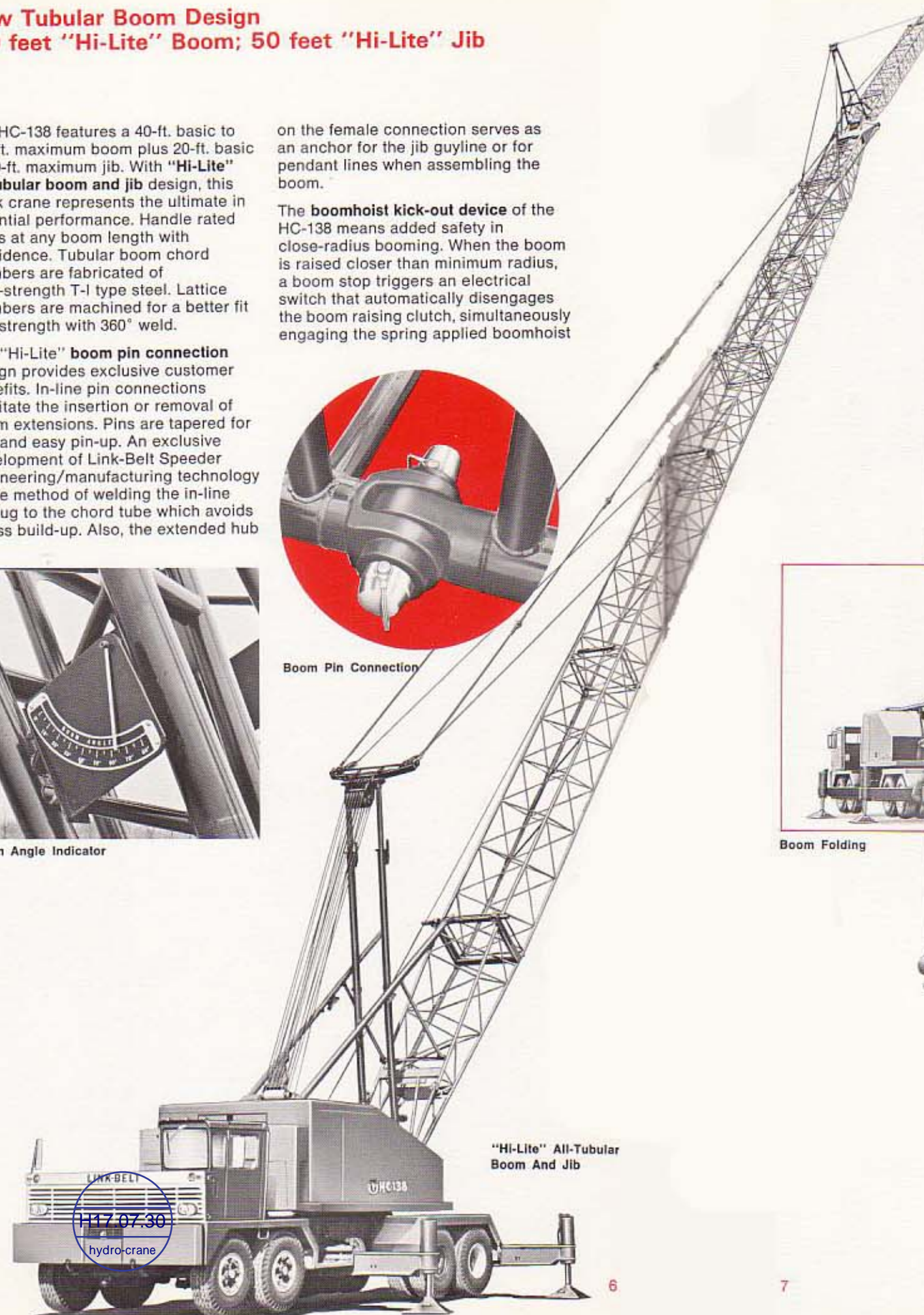
Boom Pin Connection



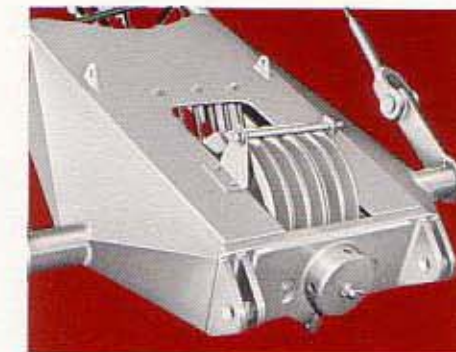
Boomhoist Kick-Out Device



Boom Angle Indicator



"Hi-Lite" All-Tubular
Boom And Jib



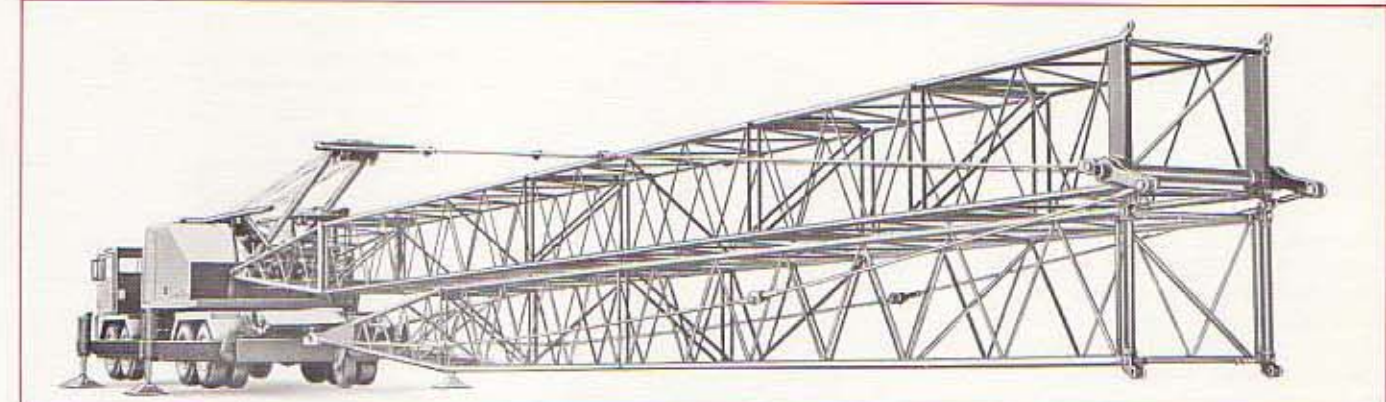
Boompoint Sheaves

brake. The boom must then be lowered before the boomhoist clutch can be engaged again. Also, this boomhoist kick-out can be adjusted easily to activate at greater than minimum radius.

Dual, tubular, lever-type **boom backstops** are standard.

bearings. The boomhead is equipped with lugs to increase the convenience of jib attachment. Hoist rope, boom supporting rollers, midpoint suspension cables, hand throttle and foot throttle are standard equipment. Wide choice of engine and engine drives, cab heater and defroster round out the efficiency options.

Boom folding is made easy with the insertion of a special 10-ft. boom folding section. This arrangement can remain in place at all times. It permits the boom to be folded and unfolded at this point. Two links inserted in the pendant lines serve to carry the folded boom as well as eliminate the necessity of disconnecting the pendants when the boom is folded. Links can remain in place at all times. The optional tire-mounted wheel dolly may be attached to the boomhead to facilitate boom folding.



Boom Folding

A **boom angle indicator** serves as a handy reference to the operator. Mounted on the side of the boom nearest the operator's cab, it is clearly visible at all times.

Like other Link-Belt Speeder products, the HC-138 truck crane is designed for operation with a minimum of regular maintenance care. The head machinery does not require daily lubrication because the five **boompoint sheaves**, plus the bridle and bail sheaves, are mounted on anti-friction

In travelling, the HC-138 tubular boom gantry retracts hydraulically from 24 ft. to 20 ft. to reduce over-all travel heights. Controls for hydraulically retracting and extending the boom gantry are located on operator's control stand.

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hydro-crane