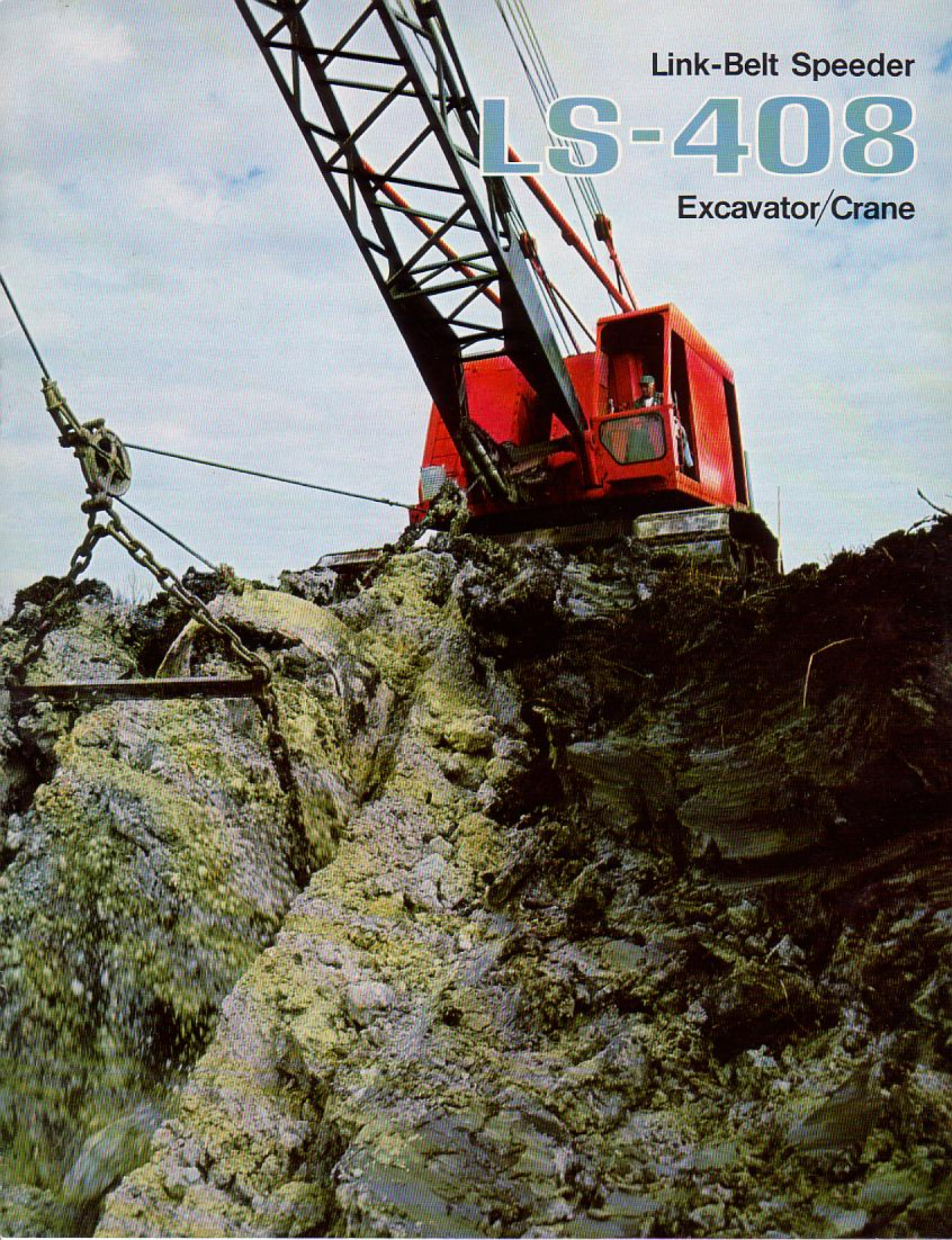


Link-Belt Speeder

# LS-408

Excavator/Crane



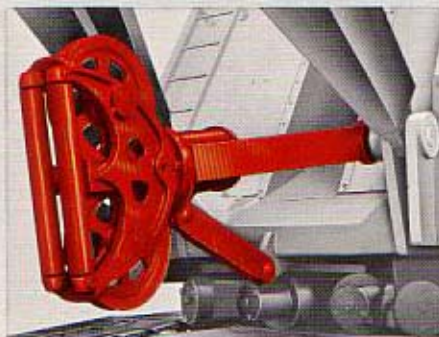


# LS-408 Ideal For Dragline-Clamshell Operation

2-Piece, 50' Basic Angle Boom

The LS-408 is a sturdy, powerful dragline-clamshell with a recommended boom length up to 90'. The angle boom is bolt-connected and quality-built box lattice construction with alloy chord angles. Both 10' and 20' extensions are available. Boomhoist pendants are standard.

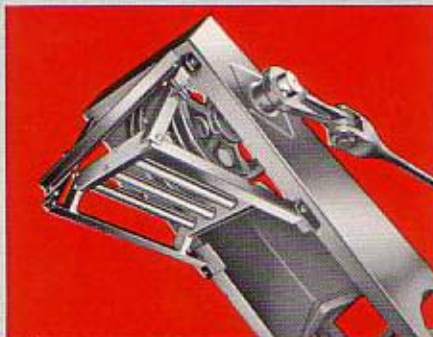
The optional long-wide lower means greatly increased capacity at the working radii.



Full-Revolving Fairlead

Rope economy in dragline operation is a feature of the **full-revolving fairlead** which rotates to assure full rope support at all positions. All moving parts are mounted on anti-friction bearings to cut rope replacement costs.

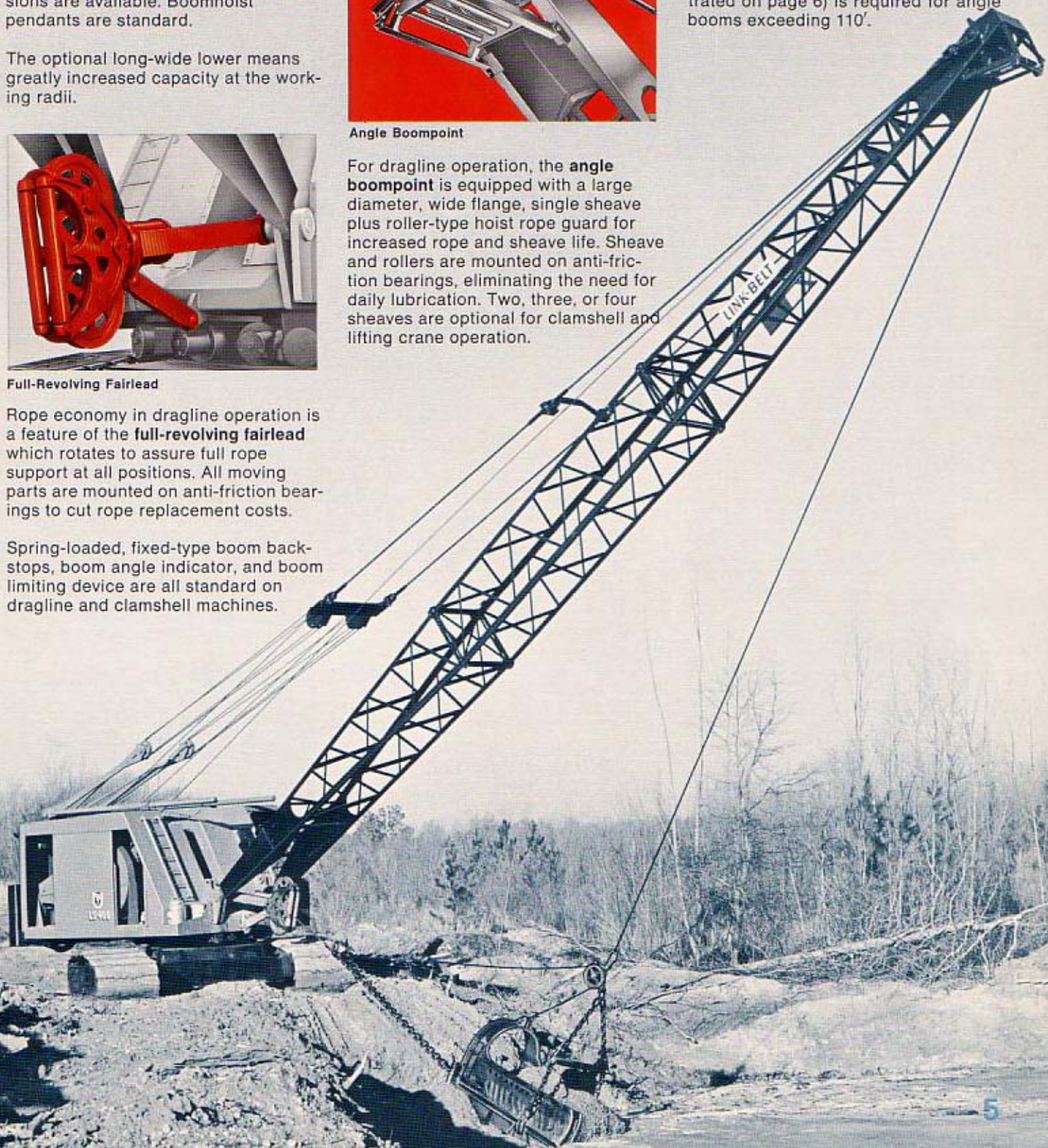
Spring-loaded, fixed-type boom backstops, boom angle indicator, and boom limiting device are all standard on dragline and clamshell machines.



Angle Boompoint

For dragline operation, the **angle boompoint** is equipped with a large diameter, wide flange, single sheave plus roller-type hoist rope guard for increased rope and sheave life. Sheave and rollers are mounted on anti-friction bearings, eliminating the need for daily lubrication. Two, three, or four sheaves are optional for clamshell and lifting crane operation.

As a lifting crane, the LS-408 with optional long-wide lower and live mast handles up to 150' of angle boom plus 40' angle jib. Basic jib is 20', 2-piece, bolt-connected with 10' and 15' jib extensions available. Live mast (illustrated on page 6) is required for angle booms exceeding 110'.





# Up To 200' Boom Up To 170' Boom + 60' Jib

As a lifting crane, the LS-408 features a 50', 2-piece, "Hi-Lite" tubular, pin-connected boom with 10', 20', and 30' pin-connected sections available for a maximum boom length of 200'. Also available is a 30', 2-piece, tubular, pin-connected jib with 15' sections available for a maximum jib length of 60'.

The LS-408 "Hi-Lite" tubular boom is unequalled in design and is precision built with special automatic machine tools and fixtures. Exact, machine-coped lattice ends match the contour of the round, alloy steel, tubular chords and are carefully welded in place with 360° welds.

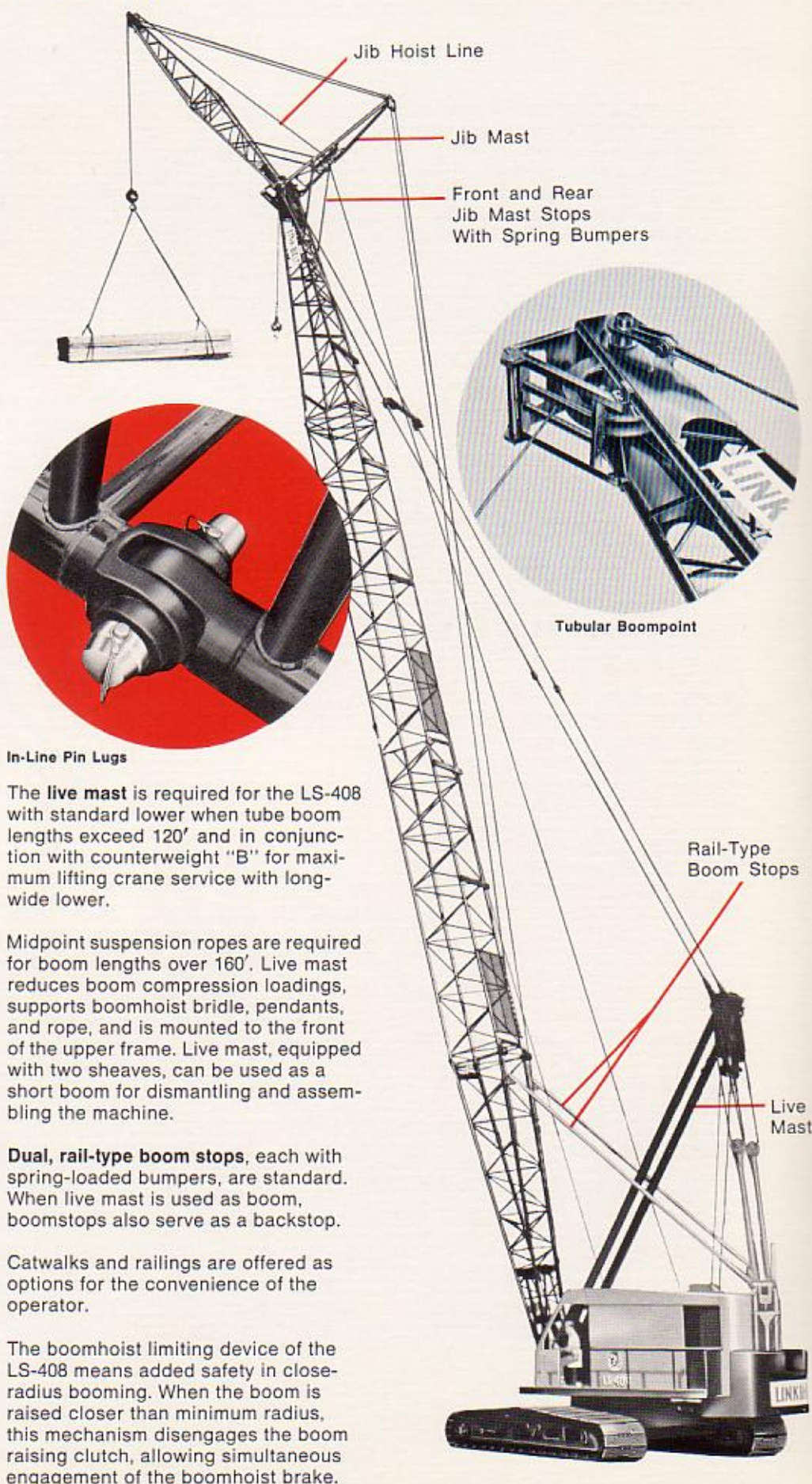
The method of welding the **in-line pin lugs** to the round chord tube avoids stress buildup and is an exclusive development of Link-Belt Speeder engineering/manufacturing technology. The extended hub on the female connection serves as an anchor for the jib guyline or for pendant lines when assembling the boom. The tapered pin is held in place with two latch pins. It all adds up to a superior boom design for handling rated loads with confidence.

The **tubular boompoint** contains four sheaves with roller-type rope guards, all mounted on anti-friction bearings to eliminate the need for daily lubrication. Jib mounts conveniently to extended boompeak head shaft hubs with **jib mast** pinned to jib base.



Boom Angle Indicator

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



In-Line Pin Lugs

The **live mast** is required for the LS-408 with standard lower when tube boom lengths exceed 120' and in conjunction with counterweight "B" for maximum lifting crane service with long-wide lower.

Midpoint suspension ropes are required for boom lengths over 160'. Live mast reduces boom compression loadings, supports boomhoist bridle, pendants, and rope, and is mounted to the front of the upper frame. Live mast, equipped with two sheaves, can be used as a short boom for dismantling and assembling the machine.

**Dual, rail-type boom stops**, each with spring-loaded bumpers, are standard. When live mast is used as boom, boomstops also serve as a backstop.

Catwalks and railings are offered as options for the convenience of the operator.

The boomhoist limiting device of the LS-408 means added safety in close-radius booming. When the boom is raised closer than minimum radius, this mechanism disengages the boom raising clutch, allowing simultaneous engagement of the boomhoist brake.