

**LINK-BELT  
SPEEDER**

**SHOVEL-CRANES**

**LS-78**

**3/4 YARD BUCKET  
30 TON CAPACITY**

**FEATURING • SPEED-O-MATIC CONTROLS • FULL-FUNCTION DESIGN**



## LS-78 BASE-TO-BOOM ENGINEERING

# *changes the ground rules for ¾-yd. performance...*

Unique engineering strikes perfect balance  
for power, weight, speed and control...

The LS-78 has the look and feel of stamina and strength. And it's out to let you know it. The minute you swing into the seat you get the *big idea*. With every move the LS-78 puts on a demonstration of performance that writes a new set of ground rules for what a ¾-yd. shovel-crane should do. Veteran operators agree, the remarkable LS-78 leaves all other ¾-yd. rigs and their claims years behind!

This is an entirely new kind of ¾-yd. shovel-crane. Link-Belt Speeder went all out—interviewed scores of owners to find out what they *really* wanted... then combined these field facts with years of research and testing to come up with a totally fresh and different heavy-duty ¾-yd. machine. Perfect balance of every "live weight" component—from base to boom! The LS-78 is *not* a "built-up" version of a lighter model, or a "cut-down" from a heavier model.

Precision built, fully convertible, priced right—your LS-78 creates dozens of new ways to boost your profit margins... especially on the low-bid business.

- Instantly responsive LS-78 Speed-o-Matic power hydraulic controls with a "split control panel" for clear view excavating visibility.
- Higher efficiency power trains deliver MORE usable power.
- Exclusive Full-Function Design means new freedom for you to tailor your LS-78 exactly to the job.

For years to come, your LS-78 will continue to revolutionize the ground rules for all ¾-yd. performance.

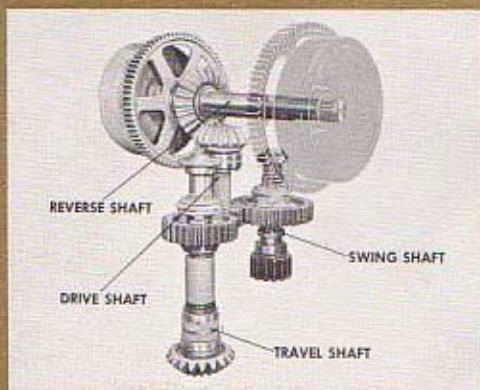
### EASY ACCESSIBILITY SIMPLIFIES SERVICE

The LS-78 is designed for fast field stripping without removing major portions of the cab. And, all main friction clutches in the LS-78 are interchangeable—all readily accessible.

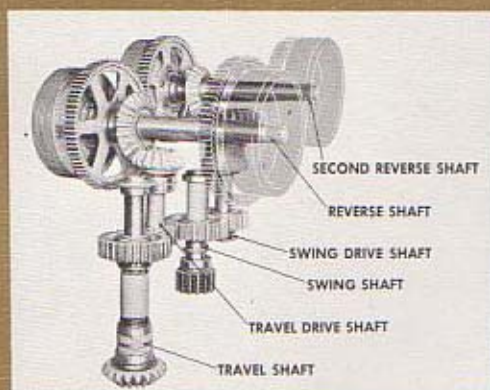




All moves in this photo  
can be made simultaneously . . .



without independent-swing-and-travel  
Photo shows the set-up on a standard LS-78 not equipped with independent-swing-and-travel. In this case, one power train handles both swing and travel, since the same reverse shaft is used to transmit power for each. Even this arrangement cuts shifting time because you shift jaw clutches instead of gears. But Link-Belt Speeder has progressed beyond this . . .



with independent-swing-and-travel  
The unique design of the LS-78 power train allows mounting a second reverse shaft directly behind the first. It's this addition that permits simultaneous swing and travel. This optional arrangement eliminates shifting from swing to travel and from travel to swing. Power and wear are spread over two reverse shaft assemblies.