

NOTES:

Models in BLUE: Current models

Engines in RED: Custom installed by Earth Tools

“ NA “ in ‘Speeds’ column denotes “Not applicable” due to front- or rear-PTO only (handlebars not reversible on these models)

Model	Years in production	Original Engine	Speeds		Reverse Type	Differential	Steering Brakes	PTO shaft Type	PTO mounting Type	Std. wheels	Comments
			Rear PTO Fwd/Rev	Front PTO Fwd/Rev							
201	1989 - 1994	5hp BCS or Briggs	1 / 0	NA	None	No	No	Flat 4-jaw	Spring-clips	3.50x6x12"	Rear-PTO only, squeeze-lever shifters
203	1989 – 1994	5hp BCS or Briggs	NA	1 / 0	None	No	No	Flat 4-jaw	Spring-clips	3.50x6x12"	Front-PTO only, squeeze-lever shifters
204	1982- 1990	5hp BCS	NA	2 / 1	On handles	No	No	Flat 4-jaw	Spring-clips	3.50x6x12"	Front-PTO only, squeeze-lever shifters
205	1984- 1994	5hp BCS or Briggs, 6hp Acme	2 / 1	2 / 1	On handles	No	No	Flat 4-jaw	Spring-clips	3.50x6x12"	Front OR rear PTO, squeeze-lever shifters
601	1975- 1988	8hp Acme	NA	3 / 1	On gear-shift	No	No	Splined	2 – 12mm studs & nuts	4x8x16"	Side-drive Sickle bar only, tractor had only ONE WHEEL
602	1980- 1994	6, 8, 10hp Acme or 5hp Briggs	NA	3 / 1	On gear-shift	No	No	Splined	2 – 12mm studs & nuts	4x8x16"	Same as 601 but with two wheels so it could operate a larger range of implements. Front PTO only.
604 / 612	1985- 1994	10hp Acme	NA	5 / 2	On gear-shift	Yes	Yes	Splined	2 – 12mm studs & nuts	4x10x18", 5x10x20" or 8x10x20" "turf"	Hi / Lo range tranny (separate range shift lever) for more speeds than 602; also has diff. & brakes.
605	1989- 1994	12hp Acme 8hp Kohler 12.5hp Briggs Vang., Diesel	3 / 3	4 / 3	On handles	Yes	Yes	Spline (first years); then Flat 3-jaw & spline combo	2 – 12mm studs & nuts	5x10x20" or 8x10x20" "turf"	Only 600 series unit with reversible handlebars for front or rear PTO. Direct Predecessor to 850.
620	1995- present	9hp Br. Vang. 8hp Honda	NA	4 / 3	On handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16" 4x10x18"	Front-PTO only.
660 "Hydro"	2018- present	16hp Briggs Vanguard	NA	2 gears + Hydro	On Handles	Yes (steering clutches)	Yes	Tapered 3-jaw	Integrated LARGE quick-hitch	Variable	Front-PTO only. Has "Gear-over-Hydro" transmission
705	1970- 1975	16hp Acme / 14hp diesel	3 / 1	NA	On gear-shift	Yes	Yes	Flat 3-jaw	2 - 14mm studs & nuts	6.5x12x23"	Mfg. by Grillo, rear-PTO only, cast-iron trans.
705 "Crusader"	Around 1997	3.5hp Briggs	NA	1 / 1	On handles	No	No	None	None	3.50x6x12"	Belt-driven consumer junk. Dedicated sickle bar. A mistake for BCS.
710 (single-speed)	1995- 2005	5hp Briggs, 5.5hp Honda, 8hp Honda	1 / 1	1 / 1	On gear-shift	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	3.50x8x15"	Very basic model, popular in rental use.
710 (Multi-speed)	2012- present	Subaru EX17 Subaru EX27 (very limited quantities) Kohler 7hp	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16"	This "revised" 710 has the same tranny & handlebars as the earlier 716. Re-introduced as a "price point" unit.
712	2006- 2016	5.5hp Honda, 8hp Honda	1 / 1	1 / 1	On gear-shift	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16"	Same as 710 but with upgraded handlebars
715	1974- 1994	6, 8 or 10hp Acme, 5hp or 7hp Briggs, 8hp Kohler 8hp Diesel	3 / 1	1 / 1	On gear-shift	No	No	Splined	2 – 12mm studs & nuts	4x8x16"	A very popular BCS model in it's day, sold mostly as a tiller to compete with Troy-Bilt and the like. Limited speed for front-PTO implements.
716	1995- 2004	5hp Briggs 5.5hp Briggs 6.5hp briggs	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	3.50x8x15" or 4x8x16"	Replacement for 715 with "shuttle shift" on both 'working' speeds.

Model	Years in production	Original Engine	Speeds		Reverse Type	Differential	Steering Brakes	PTO shaft Type	PTO Mounting Type	Std. wheels	Comments
			Rear PTO Fwd/Rev	Front PTO Fwd/Rev							
718	2005-present	6.5hp Briggs 6.5hp Honda	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16"	Same as 716 but with upgraded handlebars
720	1995—2004	7hp Briggs 8hp Briggs	3 / 2	2 / 2	On Handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16"	Same as 716 but with larger engine
722	2005–Present	8hp Briggs 8hp Honda Diesel	3 / 2	2 / 2	On Handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16" or 4x10x18"	Same as 718 but with larger engine / wheels
725	1975-1994	8 or 10hp Acme, 8hp Kohler, 8hp diesel	5 / 2	2 / 2	On Gear-shift	No	No	Splined	2 – 12mm studs & nuts	4x8x16" or 4x10x18"	Had "Hi / Lo" range selector (separate "short" lever on tranny) for more gear speeds.
730	1995—2004	8hp Kohler, 9hp Briggs, 8.5hp Kohler	3 / 2	2 / 2	On Handles	No	No	Tapered 3-jaw	2 – 12mm studs & nuts	4x8x16"	Same as 716 / 720 but with larger "Pro" engines
730GX11	2003-2004	11hp Honda	3 / 2	2 / 2	On handles	Yes	No	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	730 with larger engine, wheels & differential.
732	2004-present	11hp Honda, 9.5hp Kohler, 8hp Diesel	3 / 2	2 / 2	On handles	Yes	No	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20", 4x10x18"	Same as 730GX11 but with upgraded handlebars. Later models had smaller gas engine & wheels
735	1975-1990	10hp Acme, 8hp diesel, 10hp diesel	5 / 2	2 / 2	On gear-shift	Yes	Yes	Splined (upgrade kit available to flat 3-jaw/spline combo)	2 – 12mm studs & nuts	5x10x20"	Same basic tractor as 725 but with differential & brakes & larger standard wheels
737	1988-1994	10hp Acme 12hp Acme Diesel	4 / 3	3 / 3	On handles	Yes	Yes	Spline (first years); then Flat 3-jaw & spline combo	2 – 12mm studs & nuts	5x10x20"	"Sister" machine to 605; has transport gear in opposite direction and slightly lower gearing for working speeds. 737 & 605 first units with shuttle-type reverse & "smart" reverse.
739	2013-present	Honda GX340	3 / 3	3 / 3	On handles	Yes	No	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	A version of the 732 with "PowerSafe" clutch, with the "transport" speed removed and another (higher) working speed added.
740	2012-2013	Honda GX390	3 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	VERY FEW sold in the USA: "European" version of the 853, but with "PowerSafe" clutch. Changed to 749 for USA, with longer handlebars. No transport speed.
745	1986-1994	16hp Acme 14hp diesel 14hp Kohler	5 / 2	2 / 2	On gear-shift	Yes	Yes	Flat 3-jaw/spline combo	3 – 12mm studs & nuts	6.5x12x23"	3-stud PTO mount to handle heavier 34" tiller. Very low ground speeds (due to gear reductions on axles) & very heavy engines, NOT great for front PTO imp.
749	2013-present	Honda GX390, Kohler diesel KD440	3 / 3	3 / 3	On Handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	USA version of the 740, with same handlebar length as 853. Has "PowerSafe" hydraulically-driven clutch. No transport speed.
750	2012-present	Honda GX390	3 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	Integrated heavy-duty quick-coupling (specific to model 750 & 660)	6.5x12x23"	Replaces the model 948, has same axle gear-reduction units. This version has "PowerSafe" clutch, an integrated heavy-duty quick-coupling system, and an improved removable front-weight. No transport speed.

Model	Years in production	Original Engine	Speeds	Speeds	Reverse Type	Differential	Steering Brakes	PTO shaft Type	PTO mounting Type	Std. wheels	Comments
755	1976-1985	16hp Acme 14hp diesel	5 / 2	2 / 2	On gear-shift	Yes	Yes	Flat 3-jaw	2- 14mm studs & nuts	6.5x12x23"	Mfg. by Grillo; same as current Grillo G131. Larger trans & clutch than anything BCS sells in USA.
830	1995-2004	8hp Kohler 8.5hp Kohler 9hp Br.Vang. 8 / 9hp Diesel	3 / 3	4 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	4x10x18"	'New' version of 605 with modern PTO shaft. 850 uses exact same transmission.
850	1995-2004	12.5hp or 14hp Briggs Vanguard, 12hp Kohler 10/11hp Diesel	3 / 3	4 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	Same as 830 with larger engines & wheels (sold as model 650 in Europe: considered 600 series b/c transport gear in front-PTO direction)
852	2004-present	13hp Honda 10/11hp Diesel	3 / 3	4 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5x10x20"	Same trans as 830/850 but with different handlebars, which have gone through 2 revisions to date
853	2007-present	13hp Honda, 10hp Yanmar diesel, 11hp Kohler Diesel (from 2013- 2017, factory- installed)	4 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5 x 10	"Sister" machine to 852, has transport gear available in rear-PTO mode, making it more popular to pull trailers. Has also had handlebars revised twice, to date
945	1995-2000	14hp Kohler 14hp diesel	5 / 2	2 / 2	On gear-shift	Yes	Yes	Flat 3-jaw/ spline combo	3 – 12mm studs & nuts	6.5x12	Same as 745 with a minor handlebar revision and a model number change.
946	2001-2004	14hp Briggs Vanguard	4 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	3 – 12mm studs & nuts	6.5x12	Basically the 850 with 3-stud PTO mount and gear-reductions on axles for lower ground speeds; replaced 945, will be replaced by 948.
948	2004-2013	13hp Honda 12hp diesel	4 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	3 – 12mm studs & nuts	6.5x12	946 with re-vamped handlebars and removable front (engine) weights. Replaced by model 750.