



# SERVICE INFORMATION

# 1-8

## Model Specification & Features (All Tractor Models) Current Tractor Models Highlighted; \* = Current Engine Used

Model	Years in production	Original Engine	Speeds		Reverse Type	Differential	Brakes	Pto Shaft Type	Pto Coupling Type	Std. Wheels	Comments
			Rear PTO Fwd/Rev	Front PTO Fwd/Rev							
201	1989-1994	5hp BCS or Briggs	1/0	--	None	No	No	Flat 4-jaw	Spring -clips	3.50x6	Rear-Pto only, squeeze-shifters
203	1989-1994	5hp BCS or Briggs	--	1/0	None	No	No	Flat 4-jaw	Spring -clips	3.50x6	Front-Pto only, squeeze-shifters
204	1982-1990	5hp BCS	--	2/1	On Handles	No	No	Flat 4-jaw	Spring -clips	3.50x6	Front-Pto only, squeeze-shifters
205	1984-1994	5hp BCS or Briggs 6hp Acme	2/1	2/1	On Handles	No	No	Flat 4-jaw	Spring -clips	3.50x6	Front or Rear-Pto only, squeeze-shifters
601	1975-1988	8hp Acme	--	3/1	On Gearshift	No	No	Splined	2-12mm studs & nuts	4 x 8	Side-Drive 30"Sickle bar only,tractor had only ONE WHEEL
602	1980-1994	6, 8, 10hp Acme 5hp Briggs	--	3/1	On Gearshift	No	No	Splined	2-12mm studs & nuts	4 x 8	Same as 601 but with two wheels for greater implemnt versatility. Front PTO only
604 (also 612)	1985-1994	10hp Acme	--	5/2	On Gearshift	Yes	Yes	Splined	2-12mm studs & nuts	4x10, 5x10 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.	3/3	4/3	On Handles Or Red Lever between Brake Levers	Yes	Yes	Spline(first years)then Flat 3-jaw & spline combo	2-12mm studs & nuts	5x10 or 8x10x20 "turf"	Only 600 series unit with reversible handlebars for front or rear PTO.
620	1995-2009	9hp Briggs Vang. 8hp Honda	--	4/3	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8 or 4x10	Upgraded version of 602. Front PTO only.
620 Max	2010-present	* 8hp Honda	--	4/3	On Handles	No	Yes	Tapered 3-jaw	2-12mm studs & nuts	4x10	Upgraded handlebar system. Front PTO only.
660 "Hydro" PowerSafe Series	2018-present	* 16hp Briggs Vanguard	--	Hydro w- Hi/Lo Range	On Handles	Yes	Yes	Tapered 3-jaw	Intergrated Male Tang	Variable	Front- PTO only. Hydro tranny w/ individual wheel clutch/brakes.
705	1970-1975	16hp Acme / 14hp Diesel	3/1	--	On Gearshift	Yes	Yes	Flat 3-jaw	2-14mm studs & nuts	6x12	Rear PTO only, cast-iron transmission case
705 "Crusader"	Around 1997	3.5hp Briggs	--	1/1	On Handles	No	No	None	None	3.50x6	Dedicated sickle bar mower
710	1995-2005	5hp Briggs 5.5hp Honda 8hp Honda	1/1	1/1	On Gearshift	No	No	Tapered 3-jaw	2-12mm studs & nuts	3.50x8	Very basic model, popular in rental use.
710	2011-2018	Subaru SP170 5.5hp	3/2	2/2	On Gearshift	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	This revised 710 with same tranny & handlebars as the 716.
710	2018-2020	Subaru Ex27 9hp	3/2	2/2	On Gearshift	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	This revised 710 has the same tranny & handlebars as 716.
710	2018-present	* Kohler CH270 7hp	3/2	2/2	On Gearshift	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	This revised 710 has the same tranny & handlebars as 716.
712	2006-2016	5.5hp Honda 8hp Honda	1/1	1/1	On Gearshift	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8 or 4x10	Similar to 710 w/ upgraded handlebars mostly for rental use.

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			Rear PTO Fwd/Rev	Front PTO Fwd/Rev							
<b>715</b>	1974-1994	6,8 or 10hp Acme 5hp or 7hp Briggs 8 hp Kohler 8 hp Diesel	3/1	1/1	On Gearshift	No	No	Splined	2-12mm studs & nuts	4x8	The most popular BCS sold in America, mostly as a tiller. Only one speed for front-PTO
<b>716</b>	1995-2004	5hp Briggs 5.5hp Briggs 6hp Briggs	3/2	2/2	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	3.50x8 or 4x8	First generation with shuttle-style reverse.
<b>718</b>	2005-present	6.5hp Briggs * 6.5hp Honda	3/2	2/2	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	Same as 716 but with upgraded handlebars
<b>720</b>	1995-2004	7hp Briggs 8hp Briggs	3/2	2/2	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	Same as 716 with larger engines
<b>722</b>	1995-present	8hp Briggs * 8hp Honda	3/2	2/2	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8 or 4x10	Same as 720 with upgraded handlebars
<b>725</b>	1975-1994	8hp, 10hp Acme 8hp Kohler 8/10 hp Diesel	5/2	2/2	On Gearshift	No	No	Splined	2-12mm studs & nuts	4x8 or 4x10	Has Hi/Lo range tranny(separate range shift lever) for more speeds than 715
<b>730</b>	1995-2004	8 & 8.5hp Kohler 9hp Briggs Vang.	3/2	2/2	On Handles	No	No	Tapered 3-jaw	2-12mm studs & nuts	4x8	Same as 720 but with larger"Pro" engines
<b>730GX11</b>	2003-2004	11hp Honda	3/2	2/2	On Handles	Yes	No	Tapered 3-jaw	2-12mm studs & nuts	5x10	730 with larger engine, wheels & differential
<b>732</b>	2004-2018	11hp Honda	3/2	2/2	On Handles	Yes	No	Tapered 3-jaw	2-12mm studs & nuts	5x10	Same as 730GX11 but with upgraded handlebars
<b>732</b>	2018-present	* 9.5hp Kohler	3/2	2/2	On Handles	Yes	No	Tapered 3-jaw	2-12mm studs & nuts	4x10	Lighter weight 732 w/ differential drive
<b>735</b>	1975-1990	10hp Acme 8hp & 10hp Diesel	5/2	2/2	On Gearshift	Yes	Yes	Spline(had kit to upgrade to Flat 3-jaw/spline combo)	2-12mm studs & nuts	5x10	Hi/Lo range tranny with differential & brakes
<b>737</b>	1988-1994	10hp Acme 12hp Acme	4/3	3/3	On Handles Or Red Lever between Brake Levers	Yes	Yes	Spline(first years)then Flat 3-jaw & spline combo	2-12mm studs & nuts	5x10	Similar to 605; has transport gear in rear-mount mode & slightly slower working speeds.
<b>739 Power Safe Series</b>	2013-present	* 11hp Honda	3/3	3/3	On Handles	Yes	Parking Only	Tapered 3-jaw	2-12mm studs & nuts	5x10	Three working speeds, no transport speed. Hydro-mechanical clutch. Requires extensions for larger wheels.
<b>740 Power Safe Series</b>	2012-2013	13hp Honda	3/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x10	Very few sold in USA. Same as 749 but w/ shorter handlebars

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<b>745</b>	1986-1994	16hp Acme 14hp Kohler 14hp Diesel	5/2	2/2	On Gearshift	Yes	Yes	Flat 3jaw/spline combo	3-12mm studs & nuts	6.5x12	Gear reductions on axles for slower ground speeds. Very heavy engines, most appropriate for rear-mount attachments.
<b>749 Power Safe Series</b>	2013-present	* 13hp Honda 9hp Kohler Diesel	3/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x10 or 5x12	Individual wheel brakes plus parking brake. Hydro-mechanical clutch. No extensions needed for larger wheels
<b>750 Power Safe Series</b>	2012-present	* 13hp Honda	3/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	Intergrated Male Tang	6.5x12	Same as 948 with Power Safe Clutch & male intergrated tang, gear reductions on axles, Not great with front PTO Implements
<b>755</b>	1976-1985	16hp Acme 14hp Diesel	5/2	2/2	On Gearshift	Yes	Yes	Flat 3-jaw	2-14mm studs & nuts	6.5x12	Very few sold in US. Larger in size than current models.
<b>770 "Hydro" PowerSafe Series</b>	2021-present	* 13hp Honda	Hydro with Hi/Lo Range		On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x12	Reversible handlebars. Hydro tranny w/ differential drive and individual wheel brakes.
<b>830</b>	1995-2004	8hp Kohler 8.5hp Kohler 9hp Briggs Vang.	3/3	4/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	4x10	Upgraded version of 605 with modern PTO style.
<b>850</b>	1995-2004	12.5hp or 14hp Briggs Vang. 12hp Kohler	3/3	4/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x10	Same as 830 with larger engines & wheels. Transport speed in front-PTO direction
<b>852</b>	2004-present	* 13hp Honda	3/3	4/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x10 or 5x12	Upgraded handlebars w/ polymer shields. Transport speed in front-PTO direction.
<b>853</b>	2007-present	* 13hp Honda 10hp Yanmar Diesel 9hp Kohler Diesel	4/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	2-12mm studs & nuts	5x10 or 5x12	"Sister" machine to 852, has transport speed in rear-PTO direction
<b>945</b>	1995-2000	14hp Kohler 14hp Diesel	5/2	2/2	On Gearshift	Yes	Yes	Flat 3-jaw/spline combo	3-12mm studs & nuts	6.5x12	Same as 745 with a minor handlebar revision and model number change
<b>946</b>	2001-2004	14hp Briggs Vang.	4/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	3-12mm studs & nuts	6.5x12	Similar to the 850 with 3-stud PTO mount and gear reductions on axles for lower ground speeds. Upgraded PTO style.
<b>948</b>	2004-2012	13hp Honda	4/3	3/3	On Handles	Yes	Yes	Tapered 3-jaw	3-12mm studs & nuts	6.5x12	946 with upgraded handlebars w/ polymer shields. Transmission weights standard.