

BCS MODEL CHART by Earth Tools; 502-484-3988 www.earthtoolsbcs.com

NOTES:

Models in **BLUE**: Current models

Engines in **RED**: Custom installed by Earth Tools

-- " in 'Speeds' column denotes not applicable due to front- or rear-PTO only (handlebars not reversible)

Model	Years in production	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, squeeze-shifters
601	1975-1988	8hp Acme	--	3 / 1	On gearshift	No	No	Splined	2 - 12mm studs & nuts	4 x 8	Side-drive Sickle bar only, tractor had only ONE WHEEL
602	1980-1994	6, 8, 10hp Acme or 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 implem. 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., Diesel	3 / 3	4 / 3	On handles	Yes	Yes	Spline (first years); then Flat 3-jaw & spline combo	2 - 12mm studs & nuts	5 x 10 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	--	4 / 3	On handles	No	No	Tapered 3-jaw	2 - 12mm studs & nuts	4 x 8 4 x 10	Only 600 series currently imported. Front PTO only.
705	1970-1975	16hp Acme / 14hp diesel	3 / 1	--	On gearshift	Yes	Yes	Flat 3-jaw	2 - 14mm studs & nuts	6 x 12	Mfg. by Grillo, rear-PTO only, cast-iron trans.
705 "Crusader"	Around 1997	3.5hp Briggs	--	1 / 1	On handles	No	No	None	None	3.50x6	Belt-drive consumer junk. Dedicated sickle bar.
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.
712	2006-present	5.5hp Honda, 8hp Honda	1 / 1	1 / 1	On gearshift	No	No	Tapered 3-jaw	2 - 12mm studs & nuts	4 x 8	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 gearshift	No	No	Splined	2 - 12mm studs & nuts	4 x 8	The most popular BCS sold in America, mostly as a tiller. 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	3.50x8 or 4 x 8	New style version of 715 with "shuttle" on both 'working' speeds
718	2005-present	6.5hp Briggs 6.5hp Honda	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 - 12mm studs & nuts	4 x 8	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	4 x 8	Same trans. As 716 but with larger engines
722	2005-present	8hp Briggs 8hp Honda 8hp Diesel	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 - 12mm studs & nuts	4 x 8	Same as 720 but with upgraded handlebars
725	1975-1994	8hp Acme 10hp Acme 8hp Kohler 8 / 10hp diesel	5 / 2	2 / 2	On gearshift	No	No	Splined	2 - 12mm studs & nuts	4 x 8 or 4 x 10	Has Hi/Lo range tranny (separate range shift lever) for more speeds than 715
730	1995-2004	8hp Kohler 8.5hp Kohler 9hp Br. Vang.	3 / 2	2 / 2	On handles	No	No	Tapered 3-jaw	2 - 12mm studs & nuts	4 x 8	Same as 720 but with larger "Pro" engines

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Model	Years in production	Engine	Speeds		Reverse Type	Differential	Brakes	PTO shaft Type	PTO coupling Type	Std. wheels	Comments
			Rear PTO Fwd/Rev	Front PTO Fwd/Rev							
730GX11	2003-2004	11hp Honda	3 / 2	2 / 2	On handles	Yes	No	Tapered 3-jaw	2 – 12mm studs & nuts	5 x 10	730 with larger engine, wheels & differential.
732	2004-present	11hp Honda 8hp Diesel	3 / 2	2 / 2	On handles	Yes	No	Tapered 3-jaw	2 – 12mm studs & nuts	5 x 10	Same as 730GX11 but with upgraded handlebars
735	1975-1990	10hp Acme, 8hp diesel 10hp diesel	5 / 2	2 / 2	On gearshift	Yes	Yes	Splined (upgrade kit available to flat 3-jaw/spline combo)	2 – 12mm studs & nuts	5 x 10	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	5 x 10	"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.
740	1995-present	various	4 / 3	3 / 3	On handles	Yes	Yes	Tapered 3-jaw	2 – 12mm studs & nuts	5 x 10	VERY FEW sold in the USA: "New" version of the 737 with modern PTO shaft. Current 853 uses this transmission.
745	1986-1994	16hp Acme 14hp diesel 14hp Kohler	5 / 2	2 / 2	On gearshift	Yes	Yes	Flat 3-jaw/spline combo	3 – 12mm studs & nuts	6.5x12	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.
755	1976-1985	16hp Acme 14hp diesel	5 / 2	2 / 2	On gearshift	Yes	Yes	Flat 3-jaw	2- 14mm studs & nuts	6.5x12	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	4 x 10	"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	5 x 10	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	5 x 10	Same trans as 830/850 but with different handlebars, which have gone through 2 revisions already
853	2007-present	13hp Honda 10hp Yanmar diesel, 11hp Diesel	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 in opposite direction, has also had handlebars revised twice
945	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 a model number change.
946	2001-2004	14hp Br. 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.
948	2004-present	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.