

BCS MODEL CHART (for BCS walking tractors sold in North America) by **Earth Tools Inc** www.earthtools.com

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)

****Tractor models shown in “numerical order”, which is NOT necessarily in order of physical size / HP****

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 and new type tapered-3-jaw PTO

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"	Replacement for 716— Same tranny 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 (replaced 720)
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.
770 Hydro	2020-2021	13hp Honda	Variable	Variable	On handles	Yes	Yes	Tapered 3-jaw	2—12mm studs & nuts	5x12x22"	Has variable wheel speed through a Hydrostatic component in the transmission. (Replaced by 779)
779 Hydro	2021 -	13hp Honda	Variable	Variable	On handles	Yes	Yes	Tapered 3-jaw	2—12mm studs & nuts	5x12x22"	Replaces 770—same tractor but with longer handlebars.
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.