

Transmission	K 100 RS	K 100 RT/LT
Clutch		Single dry plate, mounted on output shaft and revolving in opposite direction to crankshaft, with lever-action diaphragm spring and asbestos-free lining. Light, easily-controlled mechanical release action, force at handlebar lever approximately 70N.
Clutch plate diameter	mm (in)	180 (7.1)
Gearbox		Constant-mesh 5-speed gearbox with integral shock damper on all gears; light-action direct gear change with adjustable-position pedal and shift drum with overshoot protection
Gear ratios		1st = 4.50 : 1 2nd = 2.96 : 1 3rd = 2.30 : 1 4th = 1.88 : 1 5th = 1.67 : 1
Transmission from gearbox to rear wheel		New type of propeller shaft with torsional vibration damper housed in swinging arm (BMW 'monolever'); arm pivot aligned with universal joint axis to avoid changes in shaft length. At both ends, drive through flank-centered involute splines
Rear-wheel drive		Crown wheel and bevel pinion with Palloid gear pattern, running on anti-friction bearings. Rear wheel attached directly to flange formed on back of crown wheel. Integral castellated ring and inductive transmitter supply pulses for electronic speedometer
Final drive ratio (standard version)	2.81 : 1	2.91 : 1
Number of teeth	31/11	32/11
Final drive ratio (special version)	2.91 : 1	3.0 : 1
Number of teeths	32/11	33/11