

| Transmission                                   |         | K 100 RS  | K 100 RT/LT |
|--|---------|---|-------------|
| <b>Clutch</b>                                  |         | 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)   |             |
| <b>Gearbox</b>                                 |         | 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<br>2nd = 2.96 : 1<br>3rd = 2.30 : 1<br>4th = 1.88 : 1<br>5th = 1.67 : 1  |             |
| <b>Transmission from gearbox to rear wheel</b> |         | 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               |             |
| <b>Rear-wheel drive</b>                        |         | 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 teeth                                |         | 32/11   | 33/11       |