

1983 - '84 K100 models introduced as the K100 and K100RS, followed later by the K100RT in 1984.

Early '84 UK K100 models...

had a 3-roller starter clutch while all other models had a 14-element sprag clutch
had a drilled rear brake disc (recalled due to cracking)

Early 1985 models got...

ignition control units with reinforced covers and better sealing.
a revised starter clutch which allowed more oil to pass through it.

'85 models...

got a revised final drive breather vent
had the spring removed from the fuel tank check valve (due to noise)

Mid-1985 models had:

a flange on the end of the engine output shaft, while earlier models had locating circlips.
Spring loaded fuel cap instead of pushbutton style
revised anti-backlash assembly

'84 and '85 K100s...

Had rubber-mounted footpegs, replaced with rigid footpegs with the K75 (warranty replacement on older bikes).

Had a 75mm frame/bellhousing mounting bracket, all others were 100mm. Engine mounting procedures are different.

Had different side-panel mounting systems than the '86 models had. A third system was used on K75s, but later changed to the later K100 type.

Had seven screws holding the pod together instead of nine

had the twin fuel warning lamps (4 litre and 7 litre) and a resistive sensor. Later ones had float sensors and one light, and could drive a fuel gauge.

Early K100s... (no date provided)

had a vacuum switch on the intake manifold which changed the advance curve at medium throttle (deleted in late 1985).

Had a single rear fuel tank mounting which was prone to cracking. Subsequent models had two-point mounting.

Had no integral fork brace (one-part front fender?)

Had shorter final drive mounting bolts and holes.

Had oil drain plugs in the valve cover and lockable cam chain tensioners.

Had an inferior swing arm boot, compared to later ones

Had a gasket on the master cylinder cover (removed before the K75 models)

1985 - K75C introduced as '86 model. All K-bikes got...

Solid-mounted footpegs

Two mounting points at the rear of the tank, instead of the one which vibrated and was prone to cracking

A revised rear cowling and seat configuration, and revised exhaust pipe mounting.

An improved fuel pump

Later in 1985 K75 models got a revised steering head bearing set-up (locknut instead of top bolt) and the Fluidbloc damper.

Starting with the K75S in mid-1986, the fuel tank check valve was replaced by a standpipe on all models.

At some point, small air scoops replaced fork gaiters, and the tank was insulated on the bottom. This was to prevent excessive build up of heat in the tank.

Early models had exhaust valve seats which were not hardened so leaded fuel was required.

During 1986...

All bikes got rubber tire valve stems

K75s went from 11.0:1 to 10.5:1 compression. Power went from 75@8500 to 70@8200, and torque went from 50@6750 to 48@6500

New rear brake switch and footpeg plate introduced

Late 1987 K75s got revised anti-backlash gears. Didn't help 😊

Early K100RS mirrors were held in the housings by friction, and later ones by a clip.

Late 1987 modified fork seals used, distinguishable by two external rings

1988 model changes:

K100 fuel tank capacity from 22 to 21 litre's

K75 and K100 got the low seat

K75S got black drive train and wider handlebars

K100 Std. got K75 Std. tank and low seat.

K100LT introduced with ABS

Different radiator cover on K100 models.

Rear brake reservoir moved on all models (needed for ABS). The older, exposed location is prone to deterioration in sunlight.

Front brake line routed outside the steering head (earlier models went through it).

During 1988, K100 aux. shaft seal was modified

In late 1988...

the K100 exhaust heat shield was modified to reduce rattling

The master cylinder was reduced from 13 to 12mm

1989 model year

K75 Std. introduced

K100RS SE introduced (but there already had been an SE?)

Second accessory socket added on some models

Fresh air louvers added to LT/RT fairings (removed after 1.5 years)

Sintered metal front brake pads used, with different callipers. Not backwards compatible.

During 1989...

pinned piston rings were introduced

during 1989 the coolant reservoir was modified to eliminate the sight tube.

Gore-Tex inserts were added to the instrument pods (have three-segment ventilation holes for ID)

Forks: Late 1984 - modification to the Original forks (Brembo?)

1986 - heavy revision with the intro of the K75 and the K100RS SE

At some point, Fichtel and Sachs was the supplier

"S" forks introduced with K75S. This was available later on other models.

Later, the "S" forks became standard, with the two-piece front fender.

Marzocchi forks were used on the 4V K100RS

Showa forks were introduced in... 1993?

Electrical:

Models up to '93 had a 420W alternator.

Models '94 on had a 700W alternator.

K11 models got ABS2 for '94 model year

At some point...

The "choke" light was discontinued (only the switch and emblem were removed)

Splines were hardened ('89 I think)

Water pump impeller went from bolt to nut or vice versa (around '86?)