

# 1997 Honda Del Sol Rear Power Window Motor and Regulator

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### The Sticky Truth About Aging Power Windows

You know that sinking feeling when your 1997 Honda Del Sol rear power window groans to a halt halfway up? What starts as minor inconvenience becomes a full-blown drama during sudden rainstorms. For owners of this iconic 90s roadster, the rear window motor and regulator system represents both engineering charm and mechanical vulnerability.

Here's the kicker: Honda sold over 75,000 Del Sols in North America alone, with about 22% still registered as of 2023. But as these vehicles cross the quarter-century mark, their power window components face unprecedented stress. The tropical climate in states like Florida accelerates gear corrosion, while Midwest winters turn plastic bushings brittle.

### Motor Mysteries: Why Your Window Won't Budge

Contrary to popular belief, the motor isn't always the villain. A 2024 survey by AutoResto Magazine found:

- 43% of window failures stem from broken regulator cables
- 31% involve worn motor brushes
- 19% result from compromised weather seals

But wait - why does the Del Sol's rear window fail more often than front ones? The answer lies in its unique Targa top design. Unlike conventional convertibles, the rear glass must seal against both roof panels and trunk components. This complex alignment puts 15% more strain on the regulator assembly compared to traditional setups.

### Regulator Roulette: When Parts Become Unobtainium

Finding authentic replacements feels like hunting unicorns these days. Honda discontinued OEM rear window

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regulators in 2012, forcing owners into a global scavenger hunt. Japanese salvage yards currently charge \$180-\$240 for used units - when they're available. Aftermarket alternatives from Taiwan and South Korea have flooded the market, but quality varies wildly.

A Del Sol enthusiast in Texas recently spent \$387 rebuilding their regulator using 3D-printed guides. Meanwhile, a Canadian owner resorted to manual window conversion kits. These workarounds highlight the growing DIY culture surrounding niche automotive components.

## Fix It or Forklift? Cost Analysis for Classic Cars

Let's crunch numbers. A dealership repair might cost \$650+ for parts and labor - nearly 10% of the car's current market value. But here's the twist: Well-maintained Del Sols with functioning power windows sell for 23% more than "project cars" on BringaTrailer auctions. That \$600 repair could yield \$2,800 in resale value preservation.

## The Grease Monkey's Dilemma

Rebuilding the motor and regulator system requires patience and precision. The factory service manual specifies 18 distinct steps just for regulator alignment. Miss one shim washer, and you'll get that infuriating "window shuffle" - where the glass dances sideways instead of sliding smoothly.

## Your Burning Questions Answered

Q: Can I lubricate my sticky window instead of replacing parts?

A: Sometimes. Silicon spray on the tracks might buy you 6-8 months, but worn motor brushes demand actual replacement.

Q: Are aftermarket regulators worth the risk?

A: Reputable brands like Dorman offer decent alternatives, but avoid no-name eBay sellers. Check Honda forums for latest reliability reports.

Q: How long should a replacement last?

A: OEM units averaged 12-15 years. Modern reproductions? Maybe 5-7 years with proper maintenance.

Q: Can I install a used motor from a Civic?

A: Not directly. The Del Sol's unique rear setup requires specific gear ratios - though some 1996-2000 Civic motors can be modified.

As we approach the Del Sol's 30th anniversary, these quirks transform from nuisances to badges of honor. Every sticky window becomes a conversation starter at cars and coffee meets. After all, what's vintage ownership without a little character-building frustration?

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