ST1300 Window Adjustment Mechanism Removal

This document shows step by step instructions for removal of the ST1300 Window Adjustment Mechanism (Honda Part# 64170-MCS-G01). As more owners report mechanism failure, it is becoming clear that regular removal, inspection, cleaning, lubrication and possible gear replacement is required to assure a working unit. The OEM mechanism has 3 primary failure modes; one often leads to the other.

1) The OEM lube looses its properties, degrading into a waxy, sticky "anti-lube" substance.

2) The gear fractures under the increased load.

3) The fragments and the rotating gear eat up the polymer portion of the drive cables.

Ideally, a lube and gear replacement should be performed before failure occurs. At the very least you stop cycling the mechanism immediately after initial failure to minimize further damage and plan the maintenance process.

Whether you choose to replace the drive gear or not, the following document shows how to remove the mechanism. A second related document *ST1300 Window Adjustment Mechanism (Clean Lubricate, Re-assembly)* will show how to perform the required maintenance. Basically the steps are; remove, clean, evaluate, lube, and reassemble.
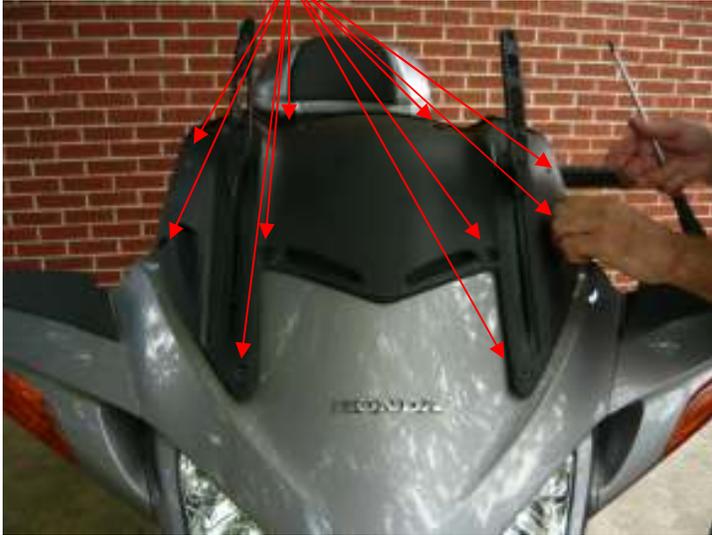
Part#1 Windshield mechanism removal

Remove the mirror covers, windshield, windshield cowl and the instrument panel

1) Put the windshield full up. (unless stuck in lower positions / see below) *

2) Remove 4 Philips plastic cover screws (2L,2R)   3) Remove brackets from window "arms" by removing 4 bolts (10mm)(2L,2R) (Leave brackets on windshield)

Leave window attached to brackets method!

10mm

This "Flip Top" windscreen is from Bike-Quip

Remove Top L & R (10mm) bolts

Loosen bottom L & R (10mm) bolts

Carefully remove the windshield

8mm

* Alternately (if stuck in lower positions) 1st remove windshield from brackets 4 (8mm) bolts (2L,2R) then go back to step#3; "remove brackets from window arms".

4) Remove all plastic retainers (8pcs) from front black (push in centers pry or pop out. The idea here is to remove the black nose piece...........find them all, pop them out

This ST1300 has OEM accessory deflectors (yours may look a bit different).

5) Remove 4 Phillips screws from instrument panel 2-L side 2-R side

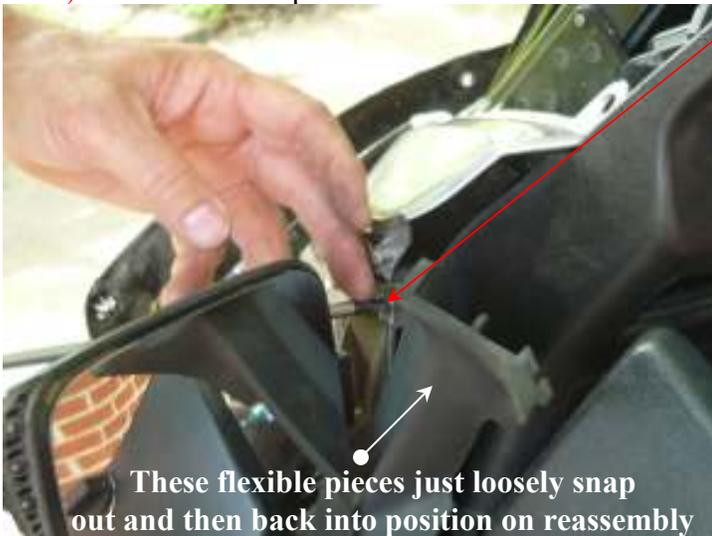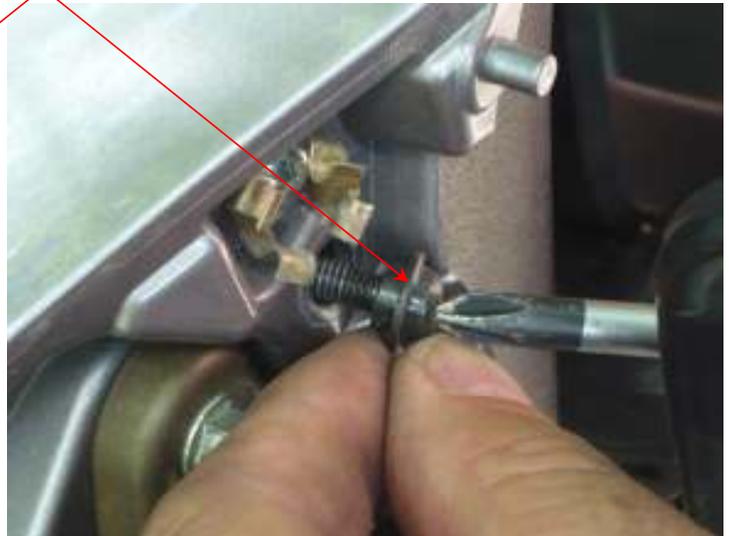6) Remove 4 Phillips screws from instrument panel 2-L side 2-R side

OEM deflectors

Shown with mirror housings removed (just give them a good "hit" with the palm of your hand) they will hang harmlessly by plastic cord.

(might use a shorter Phillips driver here)

7) Remove 1 Phillips bolt from each side above mirrors

These flexible pieces just loosely snap out and then back into position on reassembly

8) Remove the front black plastic upper nose piece with skirt attached over arms...be careful not to hang up on slits

This nose piece snaps out

Work this piece out over arms, careful not to tear or hang up on rubber track slit

Skirt attached to upper nose piece

9) Pull rubber housing away and disconnect 2 side by side electrical connectors

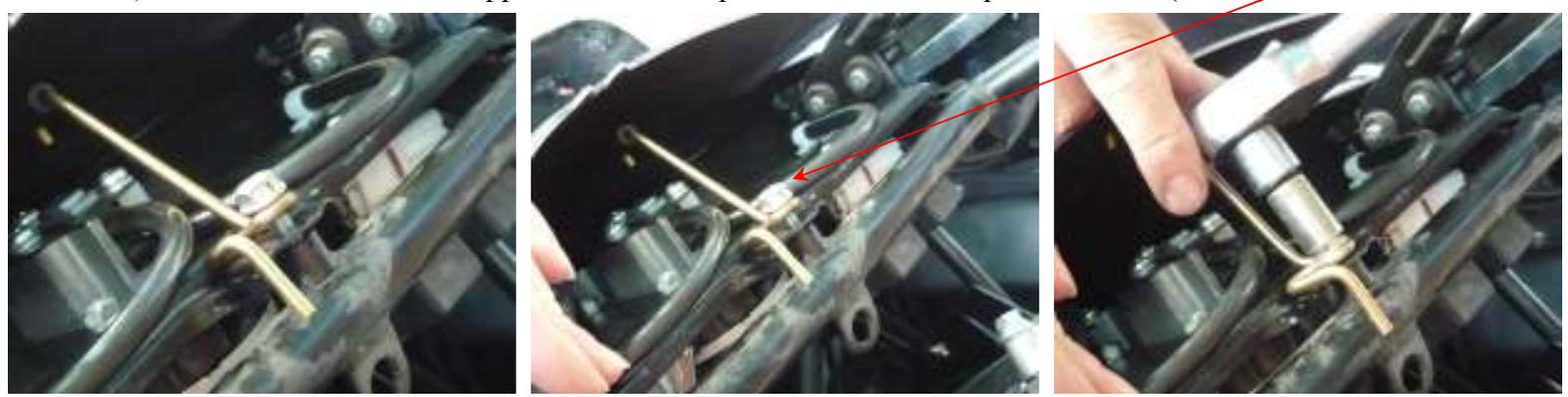10) Remove Dash.. Piece of cake!
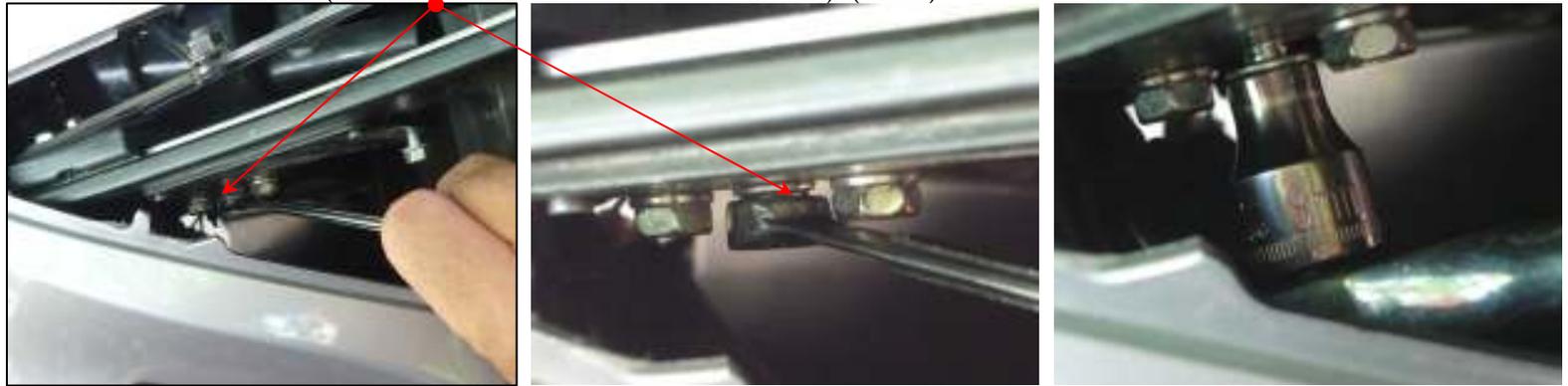
With the Windshield, Dash and Nose piece removed, you can start to see that the hardest part of disassembly is over. Take a breath....maybe have a cold one. A few more bolts will have the window adjuster assembly out and on the bench for cleaning and drive gear replacement.

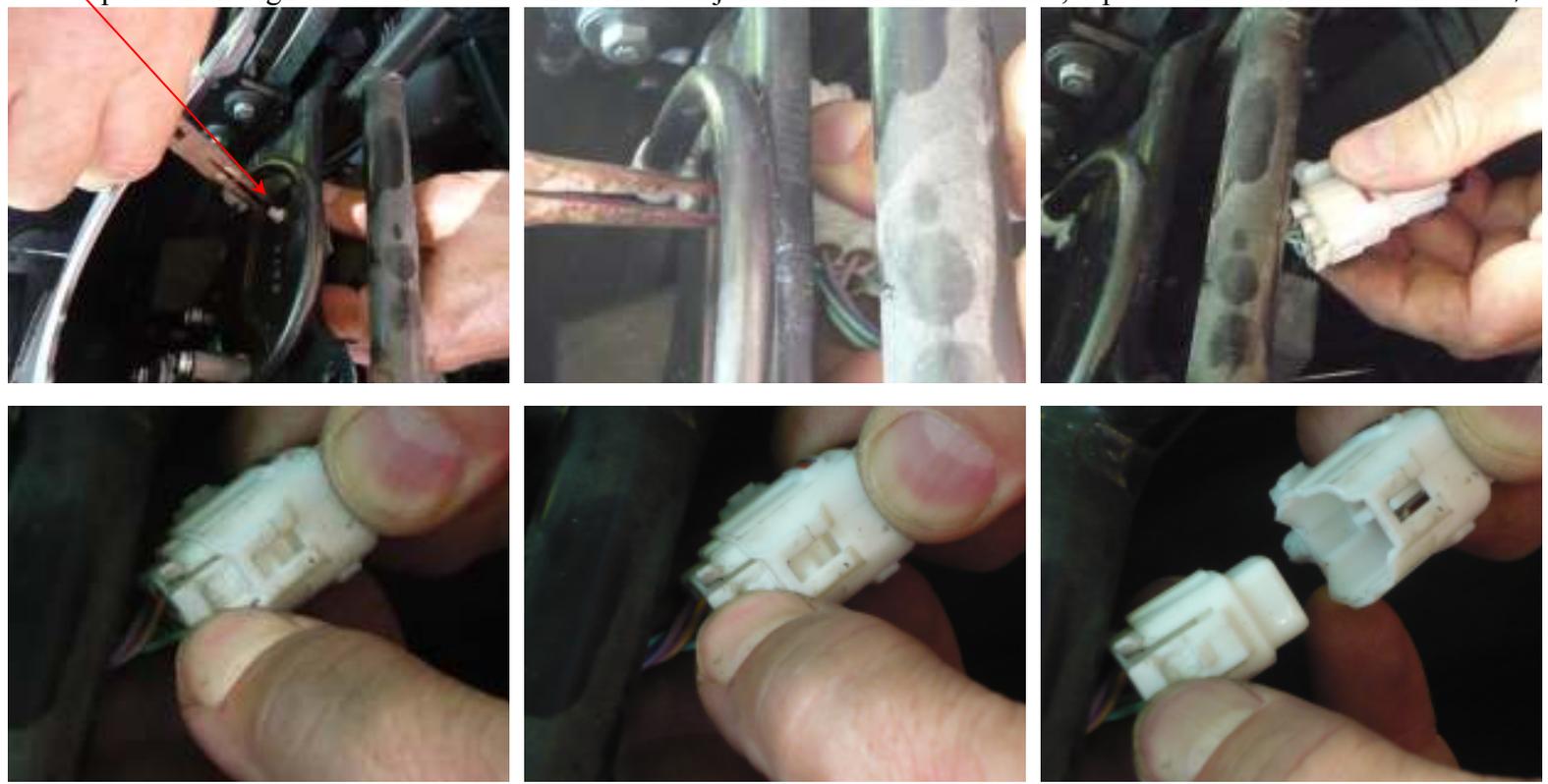11) Remove bolt and rubber tipped formed wire piece that holds nosepiece forward (10mm)

12) Remove 2 lower bolts (1L& 1R) from each side of assembly
----Lower mount (the middle bolt on each side as shown) (8mm) ... wrench or short socket will work

13) Remove 2 upper bolts (1L & 1R) from each side of assembly
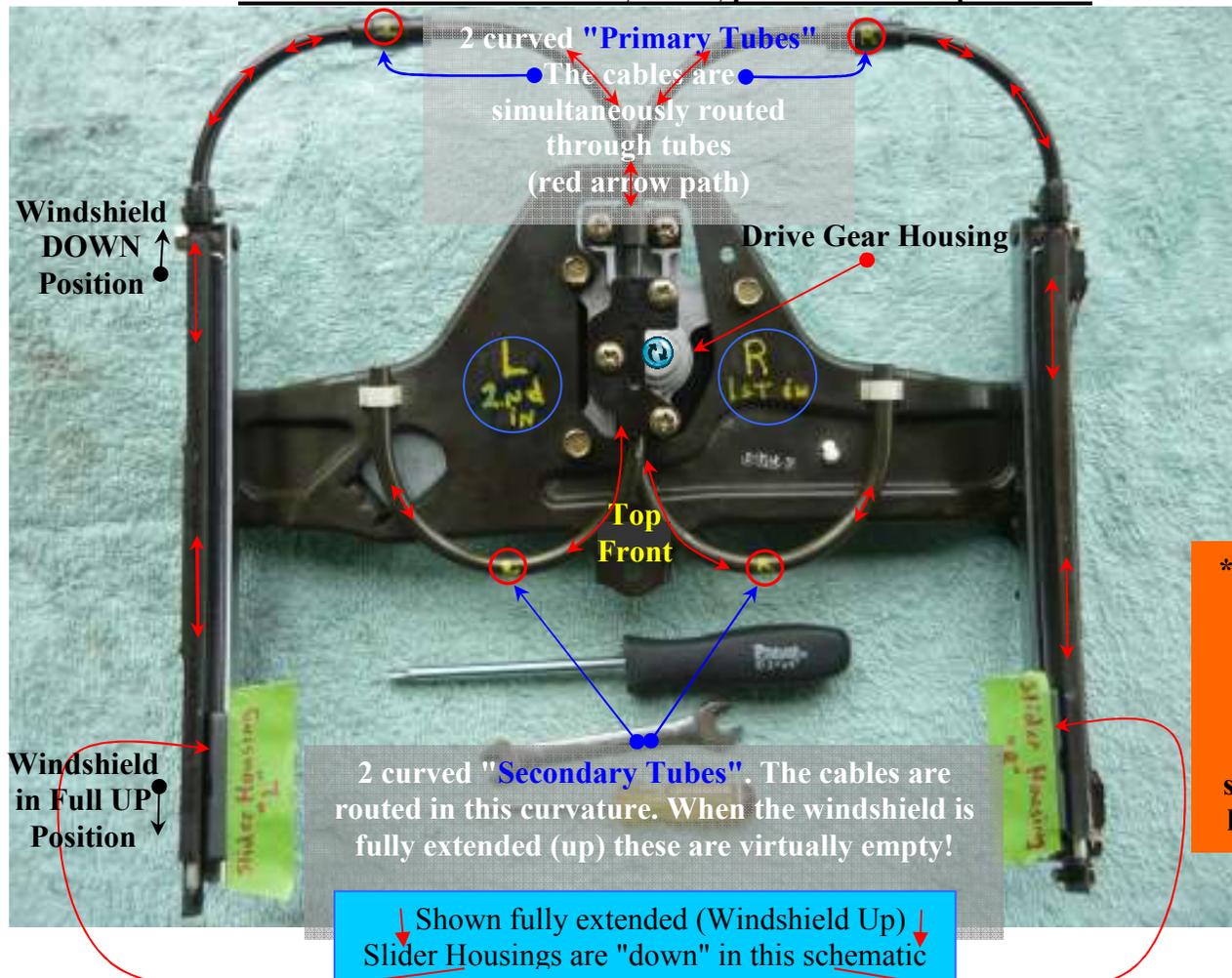----Upper bolts (8mm) ... wrench or short socket will work

14) Remove the window adjustemnt mechanism electrical connection by first pushing the white plastic clip portion through the frame .....once the connector joint is free from the frame, seperate the connector as shown

15) Remove the window adjuster assembly. Might have to rock-it back & forth a bit, just walk it out.
......A little tight but nothing to worry about…...

2 curved "Primary Tubes"
The cables are simultaneously routed through tubes (red arrow path)

Windshield DOWN Position

Drive Gear Housing

Top Front

Windshield in Full UP Position

2 curved "Secondary Tubes". The cables are routed in this curvature. When the windshield is fully extended (up) these are virtually empty!

↓ Shown fully extended (Windshield Up) ↓
Slider Housings are "down" in this schematic

* Return Dogs & Cables to this position when re-assembling! (position slightly above limit switch)!

To complete maintenence, see related document;
__ST1300 Window Adjustment Mechanism (Clean Lubricate, Re-assembly)__
that details how to perform the required maintenance.