

This guide is for repairing the corrugated line that carries washer fluid to the rear wiper on the A6 (C5) allroad and Avant models. Generally, this plastic line breaks somewhere between the body and hatch, resulting in little or no washer pressure, and / or leaks into the cargo area, and / or stains on the headliner. My dealer tacitly acknowledged that it is a known issue, and that it will be covered under the manufacturer's original or CPO warranty. For those of us out of warranty, it's a light- to medium-duty job and can be done in your driveway without too much hassle. Time needed is 15-60 minutes, depending on where the line has broken.

You'll need the following parts to repair the line:

- 1 J0 955 875 R
- 1 J0 955 875



These cheapo plastic connectors would cost you fifty cents anywhere else but at the dealer, where they list the part for \$19 each (!!) but will sell them to you for \$9.50. They're available from online OEM parts sources for ~\$5 each, but you'll have to pay shipping. Pick your poison.

Props to 04 allroad for posting the part numbers, repair guide, and the first pictures of the broken washer fluid hose at the rear hatch:

<http://img16.imageshack.us/img16/844/howy.jpg>

Only basic tools are needed for the repair:

- Phillips screwdriver
- flat head screwdrivers (longer sizes to be used for gentle prying)
- torx drivers
- stretchy electrical tape or heat shrink tubing
- dental floss or thread

Here's what the work area looks like:



You will want to remove the plastic cover (two torx screws) to give yourself more room to work (note that I've also pulled the accordion hose from the hatch):



The hose runs all the way through the car and exits at the right rear hatch hinge. Gently pull the rubber accordion hose off the hatch as I have in the picture

above; it contains and protects the washer fluid hose. You'll note that the corrugated washer fluid hose is made of black plastic, and runs through an ~8" section of rubber hose to keep it from kinking. This 8" rubber hose covering runs from inside the hatch to inside the roof of the car. So, simply put, you have a triple layer hose setup to deal with:

- inner black plastic corrugated washer fluid line – this is what breaks (inside layer)
- 8" of rubber hose covering the washer fluid line (middle layer)
- the accordion hose that contains both the above and runs from the body to the hatch (outside layer)

If your plastic hose broke close to the hatch, you're in luck. You'll probably have enough room to work to simply put the repair kit (the two \$9 connectors) in place, seal tightly with stretchy electrical tape (I prefer this to heat shrink tubing, as I didn't want to heat the plastic tubing, but to each their own), and pull the rubber hose and accordion cover back into place. Before it's wrapped and reassembled, the repair will resemble this:



If, however, your plastic hose broke closer to the roof (like mine did), you're in for a bit more work. Why? The answer is simple: you can't repair the plastic hose without cutting open or removing the accordion hose, and you can't squeeze it / compress it enough to keep it out of the way while you repair the plastic hose.

Additionally, there just isn't enough slack in the plastic hose to work with while you have the accordion hose in place.

It's tough to visualize the problem without standing in front of it, but imagine that you need to repair a line running through a copper pipe. You have to either compress the pipe enough to access the line (obviously not possible), or slide the pipe further up the line and out of the way, make the repair, then slide the pipe back. This is what I did.

Could you save yourself a bit of time and effort by snipping the accordion hose (the "copper pipe" in the example above) in half and accessing the washer line? Yes. But I didn't want to, simply because I wanted to keep the waterproof / weatherproof connection between the hatch and roof intact.

My approach was simple: push the accordion hose almost all the way into the roof / headliner ("sliding the pipe further up the line"), make the repair, and then pull the accordion hose back out over the repair and into place. It's a bit more involved, but shouldn't take more than about an hour from start to finish.

Here's the approach:

1. Remove the accordion hose from the hatch (outer layer)
2. Pull and remove the black rubber hose (middle layer) and set aside
3. Remove the accordion hose from the roof and set aside

Here's what you should have at this point: Outer and middle lines that have been removed:



Exposed broken washer fluid line:



4. Note where the break in the washer fluid line (inner layer) is, and eyeball where it corresponds to on the black rubber hose (middle layer). This hose, when properly placed over the washer fluid line, will be roughly 40% in the hatch, and 60% in the car. Cut the rubber hose to correspond to where the break is.
5. Tie an 18" piece of thread or dental floss to each end of the broken corrugated washer fluid line.
6. Reinstall the black rubber hose on the washer fluid line. Use the thread as a way to pull the washer line through the hose or, alternatively, hold the washer line steady as you push the black rubber hose pieces back into place into the hatch and roof. Push the rubber hose pieces an extra inch or so up the washer line to give yourself room to work. See picture below:



7. Remove the upper interior trim / headliner ("roof frame trim") near the rear hatch following the instructions kindly provided by fellow allroader want:

<http://forums.quattroworld.com/allroad/msgs/9768.phtml>

8. NOTE: you do not have to completely remove the D-pillar trim. This is the state of disassembly that I left things in:



9. Gently thread the accordion hose onto the washer line coming out of the roof. Make sure that the hose is oriented correctly, i.e. lined up the same way it was originally installed (four floppy “fingers” towards the front of the car). Push the hose through the hole in the roof (“slide the pipe further up the line”), making sure that you are not stressing the corrugated line inside the car and that you have sufficient washer line outside the roof. Stop when you have enough room to install the connector kit.

In the left-hand side of the picture below, you can see just the leading edge of the accordion hose. The rest is inside the roof area:



10. Remove thread from washer fluid line ends
11. Make sure that broken ends of the washer line are cut flat, then install the connector kit, and, finally, test for leaks. Readjust and tighten as necessary.
12. Tightly cover the connection and the incoming / outgoing washer line with electrical tape (or heat shrink tubing)
13. Pull the black rubber hose halves (middle layer) back into place and onto the connector kit.
14. Gently pull the accordion hose out of the roof. Getting the last portion with the grommet through the roof hole will be tough, but it is doable. Be careful not to rip the hose. Reseat end of the accordion hose grommet

into the roof.

15. Reseat accordion hose grommet onto the hatch.

16. Reinstall plastic hinge cover.

17. Reinstall interior trim.