

How to Repair the Rotating Rear Washer Nozzle

Yes, it looks nice. It wets the window better than the fixed central position. However, it is not supposed to do that. The tube for the washer fluid has seized inside the wiper arm shaft. It will snap off eventually leading to washer fluid inside the hatch rather than out the nozzle, or no washing when you need it most.

VW does have a repair kit. The kit is intended to repair a newer 1J6 955 711 G Valeo wiper motor. However, my Golf has a Bosch motor 1J6 955 711 C. The kit will work with a little modification of two parts.



The kit comes with a new washer nozzle, water tube, wiper shaft, o-rings, a bushing, paper gasket, two types of grease, a couple of spare screws, thrust pad, and instructions in English and German.

Start by marking the parked position of the wiper with vinyl electrical tape (easy to remove later).



Open the nut and nozzle cover. It can be removed.



Remove the 13mm nut from the wiper shaft. Apply a penetrating lubricant. Rock the wiper arm a little and pull off.

Open the hatch. Remove the two cross head screws in the hand grab areas.



Use the hand grabs to pull the panel straight off. Be mindful of the trim piece joints on either side. The upper trim of the hatch and the lower panel are attached together by tabs.



The two pieces slide together/apart in a horizontal fashion (horizontal from the perspective of a closed hatch).

Now you have access to the wiper motor. Disconnect the fluid line (it pulls off) from the water tube. Disconnect the electrical connection (it pulls off too). Remove the three 10mm nuts with wide washers and the motor will come right off the hatch.



Take the motor to a working area. Protect the area (if necessary) so it won't get grease on it.

Some of the instructions on the supplied instruction sheet aren't really necessary. Here is the slightly abbreviated form. There are a few kit supplied instructions that state to take a couple of parts apart then scrap both of them. I suggest skipping directly to the scrap part of the instructions.

Remove the T-15 screws from the cover.



Remember that the water tube has seized in the wiper shaft? Remove the cover, push on the nozzle end of the shaft and remove cover, water tube, and shaft altogether. Remove and discard the paper gasket for the motor, if your motor has one (mine didn't).

Separate the cover from the seized water tube/shaft assembly.



Newer motors have a bushing that can be removed and replaced. I don't have one so I don't have a picture. Just follow the kit supplied instructions.

This is the time to make a couple of modifications if you don't have a 'G' motor. These instructions are based on my 'C' motor. I don't know if they are needed on 'D' or 'F' motors (all are superseded to the 'G' model).

The pin on the replacement shaft is 7mm in diameter. The wheel hole in the 'C' is for a 6mm pin. Drill out the hole to fit the pin. Do not make to excessive oversized. The pin should fit snug. The wheel can be removed for drilling. Mark its position for reinstallation, take a picture. Don't worry about putting it back in precisely. Operation of the motor will get reset the position. You'll see why when you see the other side of the wheel.



The cover needs to be modified for the new water shaft. I had to enlarge the hole to fit the 15mm diameter, and cut a slot for a tab on the new water shaft.



Use the supplied 099382 grease to lubricate the 7mm pin, then insert the new shaft through the motor, locating the pin into the wheel hole. Apply a little of the grease to the thrust cap and put it on top of the pin and liberally grease the gear teeth as shown.



Install the paper gasket (if the motor had one). Install the water tube into the cover (as shown above). Insert the tube through the shaft and screw the cover back onto the motor.

Follow the kit supplied instructions if you have 'G' motor. For my 'C' motor, I remove the plastic cap around the shaft, replaced the o-ring, greased it, and reinstalled the plastic cap. Use the supplied 099195 grease.



Apply a little 099195 grease to the small o-ring and install it inside the wiper shaft, around the brass water tube.



Rather than measure the 25 degrees and installing the nozzle as indicated on the kit supplied instructions, I installed the motor back into the hatch first. After reconnecting the electrical connector, and the fluid line (it snaps on firmly), I operated the motor for a couple of “wipes”. This put the motor in the park position. The wiper arm was installed next aligning the blade with the tape.

At this time I installed the nozzle pointing straight up the window. Now is the time to find your T10127 nozzle aiming tool (or equivalent). Use it to aim the washer fluid at the center of the wiped area.



Snap the cover back on, clean up your work area, and put away your tools.