

Disclaimer: You are responsible for your own personal safety. Working on cars is inherently dangerous and if you cannot work safely, leave this job to professionals.

Before starting, obtain the updated part. I found mine used on ebay from a seller called Auto Part Lab for \$145 shipped. New parts are about \$400 from on-line merchants. The updated part is A203 470 19 20. The part I removed was A203 470 17 20.



Updated part – note the white plastic connecting the foam-covered hose in the center to the body of the filler assembly.

Here's the assembly that I removed.



The original part uses black plastic where the foam-covered hose mates to the body of the filler assembly. Maybe the white plastic is more flexible and less susceptible to cracking.

If you aren't lucky enough to have a lift, support the rear of the car on jack stands. I chocked the front wheels and jacked up the car by placing the jack pad under the rear differential.



Take off the right rear wheel.

Take off the wheel liner. There are 5 nuts that you remove with a 6 or 8 mm socket. There are about 5 other fasteners that you remove by prying up the pin in the center. After you pry out the pin, simply work the fastener loose.



The part we are replacing is now visible.



Release the clamps. Most of the hose clamps are Clic-R Hose Clamps. You will save a lot of

time (and be able to reuse the clamps) if you have a Clic-R Hose Clamp tool. You can find them on Amazon and there are videos on YouTube showing how to use them. It took me a bit of practice to learn the technique, but I am not the world's greatest mechanic. After I removed the clamps removing two of the hoses required slicing them with a razor knife. They have been on the car 13 years, so they didn't want to come off easy.

Once everything is disconnected, remove the 3 bolts holding the part on. Only one of them is visible in this picture, but the other two are easy to find. If you look at your replacement part, the locations of the bolts will be obvious.

The original instructions said to pop out the rubber ring holding the gas filler neck in the rear quarter panel. This is not necessary. I just pulled the filler neck through the ring and left it in place.

Hey, you are now half way done! Connect the hoses and bolt on the new part. A long extension for your ratchet will come in handy.

This is what it looks like when on correctly:



Finally, put the liner back in the wheel well and reinstall the wheel.

The entire job took me about 3 hours, but I don't have a lift and it was difficult to get leverage on some of the hoses. I'm a slow worker and I double check everything especially the position of the car on the jack stands. I think the job would take under 2 hours total if you have access to a lift.

Here's close up picture of the part I removed (A203 470 17 20.) As I noted above, the replacement part uses a white plastic in places where the foam-covered hose connect to the body of the filler assembly.



I have not confirmed that this is the location of the leak, but that is the first place I would look.