(Can a moderator put a DIY in the title so it doesn't look like a question)
Here is a list of parts. I will go over this how to again to refine it but pics speak louder than words.

Caliper Guide Pin Boot Kit
Caliper Repair Kit
Bleeder screw with check valve
Brake clean.
DOT 4 ATE blue brake fluid
turkey baister

For a MK3 upgrade get a set of Corrado rotors. The calipers bolt up like they were made to fit.

Get the bleeder screws with the check valve. With this check valve you can bleed you brakes by youself without the tool. The steps seem weird because I got a wrong rebuild kit the first time so I painted it then rebuilt it.
Wire wheel the heck out of it
for all the fans file & smooth the casting marks on the carier and caliper
I was careful with popping out the piston. 40psi worked for me. Use a bunch of brake clean in and out.
Remove the o ring from the caliper with something softer than steel and be careful not to scratch the walls. Replacing the o ring is simply a matter of sliding the piston and caliper wall with new brake fluid for assembly lube. Here is the tricky part; I found it easy to slide the seal on the groove of the caliper, but it can be unfolded. You see how the seal is sitting; the side that seals with the caliper is sitting slid up from the piston. Now with the seal in place, arrange the piston in the caliper so you can seat the seal with the caliper while keeping it on the piston. It took me a while but it is time to destroy the seal. I pressed the piston in by hand with a little TLC. I HIGHLY suggest you slide the piston in and out using the air and water because I didn't get the seal right the first time even though it seemed okay until I cycled the piston.
make sure the bleeder screw is facing up when installed to make sure you didn't install them upside down
I didn't take pics of every step because my hands were dirty.
The slider pins, boots and the bleeder screws are easy enough.
Make sure to grease the slider pins, this will make sure you caliper doesn't bind.
One thing, make sure to coat the o-rings and boot seals with brake fluid for a positive seal.
Last thing is to bleed the brakes. I used a turkey baster to remove old fluid from the master.
Once you start bleeding keep an eye on the master.
FYI, when/if painting the underside go lite. Putting too much paint will make the pads a tight fit.

Modified by hookdub at 8:30 PM 4-17-2007

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screwedrrado
Member
Online
Member Since
3-13-2007
718 posts
SA Town Texas
Diesel Caddy

Re: DIY: Girling 54 rebuild/ mk3 upgrade (hookdub)

Nice writeup, Im sure your happy with the results, poorly lubricated caliper pins cause all kinds of drama, next time see if you can find up your calipers with some powder coat, alot more durable than paint.😊👍
Wow, great write up. I will be picking up a set of Girling 60s and hopefully doing this. Your efforts are appreciated by the Tex

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*Quote, originally posted by fredjet99*

put some penut butter on your key and jiggle it back and fourth in the ignition

*Quote, originally posted by Crobo*

i was drive down roads then i see ducks . .
I'm looking for coilovers. IM me  

I miss my 16v but love my VR6  
http://www.myspace.com/dutchsider

eurotekms  
Member

real nice. been meaning to do this. where did you buy the rebuild kit?

hookdub  
Member

rockauto.com just dont get the cheep kit. I got the wrong pieces. I think the brand was twk.

O2VW1.8T  
Member

Did u replace every hose for DOT 5 fluid

DonR'The 1.8T Prodigy' Quick enough 😎  
///Paq-Parts!  
kineticmotorsport

hookdub  
Member

I didn' t use the dot 5, I used the ate blue dot 4 fluid. Sorry this post is a work in progress  
Modiﬁed by hookdub at 8:22 PM 4-17-2007
Re: DIY: Girling 54 rebuild/ mk3 upgrade (hookdub)

Quote, originally posted by hookdub

I didn't use the dot 5, I used the ate blue dot 4 fluid. Sorry this post is a work in progress

Modified by hookdub at 8:22 PM 4-17-2007

yeah i was confused, cause it would be stupid to use dot 5 cause everything needs to be changed

Don R 'The 1.8T Prodigy' Quick enough 😎

/// Paj-Parts!
kineticmotorsport