

## Jaguar XE – changing rear brake discs and pads

### **Putting EPB into Service mode**

1. With ignition on but engine off, press brake pedal and press or pull EPB switch into the OFF position. (*For earlier XEs with EPB switch in centre console it needs to be pressed. For later XEs with EPB switch on the dash to right of steering column it needs to be pulled*)
2. Take foot off brake pedal and press or pull EPB switch into OFF position again.
3. Hold the EPB switch for 2 secs and then floor the accelerator pedal
4. Hold both the EPB and the accelerator pedal, wait 2 secs and then switch ignition off and then immediately on again
5. Hold EPB switch and accelerator pedal until noise of EPB releasing to service position ceases
6. You now may or may not get a dashboard message that EPB is in service position. To check that it is, try to apply EPB in the normal way. This should cause the message “EPB still in service position” to be displayed.
7. I then turned off the ignition and took the key fob away from the car for the duration of the job.

### **Removing caliper, caliper carrier & brake disc**

8. Before removing the caliper it is best to disconnect the wear indicator (RH side only) and the power supply to the EPB. The former can be done by gently pulling it off the pad, the latter is done by releasing the locking clip, pressing the tab and pulling the connector off
9. The caliper slide pins need a 7mm hex key to undo them. I cleaned these up with metal polish and put a small amount of silicone grease on them before replacing them.
10. If removing the caliper carrier this is fixed with 2 standard 15mm bolts. These have been assembled with thread lock so will be quite stiff to undo all the way.
11. The disc securing screw requires a T45 torx key to remove it

### **Retracting caliper pistons**

12. The pistons do need to be rotated as they are pushed back into the caliper bore
13. It appears that rotation hits some kind of stop after a few turns either clockwise or anti-clockwise. A rewind tool is needed and if, after rewinding clockwise you hit the stop and the piston still isn't fully retracted, then rewind it anti-clockwise until it is fully retracted
14. Note: *the Jag workshop manual(unhelpfully) just has a picture of the caliper with an arrow by it indicating that the piston needs to be pushed in but not rewound before the new pads are fitted*
15. I used the Laser 5751 Adjustable Brake Caliper Rewind Tool for rewinding. This has adjustable pins to engage the piston slots and can be adjusted to provide for both clockwise and anticlockwise rewinding.

### **Bringing EPB out of Service mode**

16. With ignition off, operate brake pedal a few times to position the new pads against the discs in their normal positions
17. Switch on ignition but don't start engine
18. Press or pull EPB switch into ON position
19. Wait 2 secs and, still holding the EPB switch, floor accelerator pedal
20. Wait 2 secs holding both EPB switch and accelerator pedal, and then switch ignition off then immediately on
21. EPB should then apply and the EPB light on the dash should illuminate
22. Test EPB by applying foot brake and turning EPB off then on.
23. If necessary the EPB can be re-calibrated by repeating step (22) a few times