



The calliper slides on two stainless steel pins, they have a hexagonal socket requiring a 7mm Allen key and are protected by a rubber plug. To replace the disc, remove both. To change only the pads, remove just the lower pin. (XJ40 note: LH front and RH rear callipers will have a pad sensor to unplug – see panel below).

Pad wear sensors

Pre-1989 cars used four pad wear sensors, the sensors being integral with the pad. Post-1989, there are only two sensors – one front and one rear. These are detachable and sold separately, though if caught before the warning comes up, can usually be re-used. The X300 does not have wear sensors.

There are two types of pad wear sensor plug for pre-1989 cars: the original round type soon being superseded by arch-shaped plugs that denoted asbestos-free pad material. This plug type carried on through to the end of XJ40 production (the pads themselves changed with the braking system in 1989). There is no VIN number for the change in plug shape, so best check visually before buying.



When replacing the pads only, the calliper can be pivoted on the top pin. When changing the disc as well, remove the calliper altogether. The outer pad just sits there, but the inner one is secured to the piston with a spring clip.

If replacing only pads, reverse the above procedure, pumping the pedal to seat the new pads before moving the car.



The calliper brackets are sometimes lock-



The disc should now slide easily off the wheel studs. If it has corroded to the hub centre, a few taps from behind should free it, but make sure the hub is then cleaned thoroughly with a wire brush to remove any remaining corrosion.

XJ40s secure the disc to the hub with a grub screw, while X300s, as a rule, do not. If a screw is not co-operating, try drifting it around with a sharp

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