

Brembo 09.A921.1X

Brembo 09.A921.1X Xtra UV Coated Front Brake Rotor Instruction Manual

Model: 09.A921.1X

1. PRODUCT OVERVIEW

The Brembo 09.A921.1X Xtra UV Coated Front Brake Rotor is an original equipment certified component designed to meet or exceed the material specifications used by original manufacturers. This rotor is engineered for enhanced performance and durability in SUBARU and TOYOTA vehicles.

Key Features:

- **Maximum Control:** Experience greater grip, faster response, and a sporty look to define your driving style.
- **Expert Design:** An aggressive aesthetic is characterized by performance-enhancing holes in the braking surface, intricately designed to improve rotor cooling at high temperatures.
- **Optimal Performance:** Excellent friction coefficient for a greater grip and faster braking response, with a design that dissipates water from the surface for effective performance.
- **Pad Cleaning and Regeneration:** Vented rotors with holes and grooves generate a scraping effect that cleans material deposits. This ensures minimal buildup of ferrous materials on pads, optimizing performance.
- **Improved Grip in Wet Conditions:** Brembo Xtra drilled and slotted rotors are designed to minimize water accumulation between the pad and rotor, giving you excellent control in slick, rainy conditions.



Image 1: Brembo 09.A921.1X Xtra UV Coated Front Brake Rotor, showing the rotor itself and its product packaging. The rotor features a drilled and vented design for enhanced cooling and performance. The packaging highlights the 'Xtra Brake Discs' branding.

2. PACKAGE CONTENTS

Each package of the Brembo 09.A921.1X Xtra UV Coated Front Brake Rotor typically includes:

- One (1) Brembo 09.A921.1X Xtra UV Coated Front Brake Rotor

Please inspect the package upon receipt to ensure all components are present and undamaged.

3. SAFETY INFORMATION

WARNING: This product contains chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. For more information, visit www.P65Warnings.ca.gov.

- Brake system work should only be performed by qualified personnel. Improper installation can lead to brake failure and serious injury or death.
- Always wear appropriate personal protective equipment (PPE), including safety glasses and gloves, when handling brake components.
- Ensure the vehicle is securely supported on jack stands before beginning any work.
- Refer to your vehicle's service manual for specific torque specifications and procedures.
- Do not reuse old brake hardware unless explicitly stated by the manufacturer.
- Dispose of old brake components and fluids responsibly according to local regulations.

4. INSTALLATION INSTRUCTIONS

This section provides a general overview of brake rotor installation. Always consult your vehicle's specific service manual for detailed, model-specific instructions and safety precautions.

1. **Prepare the Vehicle:** Park the vehicle on a level surface, engage the parking brake, and block the wheels. Loosen the lug nuts on the wheel(s) where the rotor will be replaced.
2. **Lift and Secure:** Safely lift the vehicle using a jack and secure it with jack stands. Remove the lug nuts and the wheel.
3. **Remove Brake Caliper:** Locate and remove the bolts securing the brake caliper. Carefully slide the caliper off the rotor and support it to avoid stressing the brake hose. Do not let the caliper hang by the brake hose.
4. **Remove Old Rotor:** Remove any retaining clips or screws holding the old rotor in place. The old rotor should then slide off the wheel hub. If it's stuck, a rubber mallet may be used to gently tap it loose.
5. **Inspect Hub:** Clean the wheel hub surface thoroughly with a wire brush to remove any rust or debris. Ensure the surface is flat and clean for proper rotor seating.
6. **Install New Rotor:** Carefully place the new Brembo Xtra UV Coated Front Brake Rotor onto the wheel hub. Ensure it sits flush against the hub.
7. **Reinstall Caliper and Pads:** Install new brake pads (if applicable) into the caliper bracket. Reinstall the brake caliper and tighten its mounting bolts to the manufacturer's specified torque.
8. **Bleed Brakes (if necessary):** If the brake lines were opened, or if air entered the system, bleed the brake system according to your vehicle's service manual.
9. **Reinstall Wheel:** Mount the wheel back onto the hub, hand-tighten the lug nuts, lower the vehicle, and then fully tighten the lug nuts in a star pattern to the specified torque.
10. **Bed-in Procedure:** Follow the manufacturer's recommended brake pad and rotor bed-in procedure to ensure optimal performance and longevity.

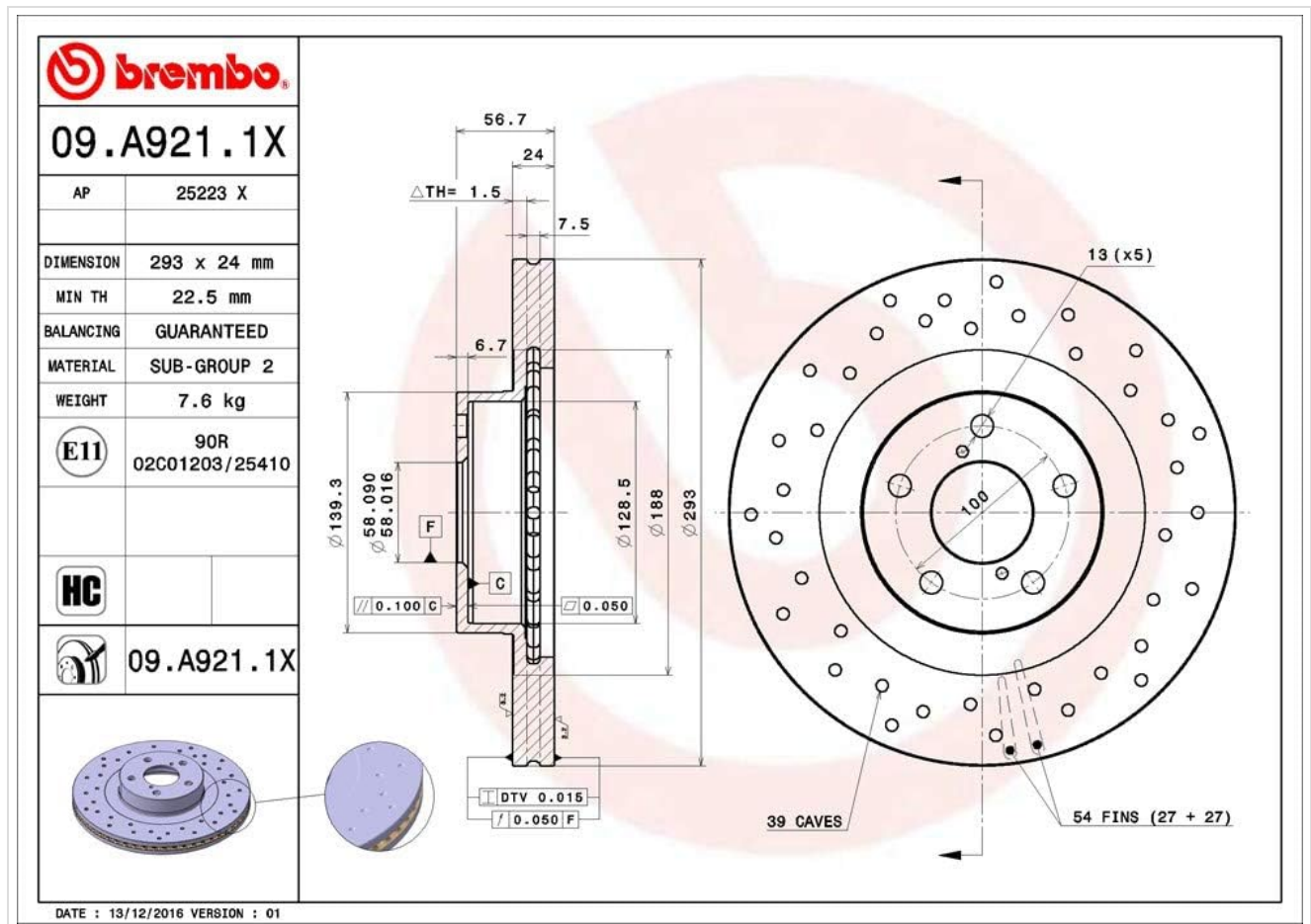


Image 2: Technical drawing of the Brembo 09.A921.1X brake rotor, detailing dimensions, bolt pattern, and internal venting structure. This diagram provides



Video 1: An animated overview of the Brembo UV-Coated Vented Rotor. This video highlights key features such as anti-corrosion technology for longer brake life, UV anti-corrosion coating with exclusive metal finish, Pillar Venting Technology (PVT) for better cooling, Brembo certified quality, and high carbon content to minimize vibration and noise.

5. OPERATING (BRAKE BED-IN PROCEDURE)

After installing new brake rotors and pads, a proper bed-in procedure is crucial for optimal performance, longevity, and to prevent issues like judder or noise. Always follow the specific recommendations from your brake pad manufacturer, as procedures can vary. A common bed-in procedure is as follows:

1. **Initial Stops:** Perform 5-6 moderate stops from 40 mph (60 km/h) down to 10 mph (15 km/h). Allow approximately 30 seconds between stops for the brakes to cool slightly.
2. **Harder Stops:** Perform 2-3 harder stops from 60 mph (100 km/h) down to 10 mph (15 km/h). Again, allow 30-60 seconds between stops.
3. **Cool Down:** Drive for several minutes without using the brakes excessively to allow them to cool down gradually. Avoid coming to a complete stop with hot brakes, as this can imprint pad material onto the rotor and cause judder.
4. **Avoid Hard Braking:** For the next 200-300 miles (300-500 km), avoid sudden, hard braking or prolonged heavy braking. This allows the pads and rotors to fully mate and cure.

Proper bed-in ensures an even transfer layer of friction material from the pads to the rotors, which is essential for consistent braking performance and reduced noise.

6. MAINTENANCE

Regular maintenance is key to ensuring the longevity and optimal performance of your Brembo brake rotors.

- **Regular Inspection:** Periodically inspect your brake rotors for signs of wear, such as deep grooves, cracks, excessive rust, or discoloration. Check the rotor thickness against the minimum thickness specification (MIN TH) stamped on the rotor.
- **Brake Pad Replacement:** Always replace brake pads when they reach their wear limit. Worn pads can damage rotors and compromise braking performance.
- **Cleanliness:** Keep brake components clean from dirt, oil, and grease. The UV coating on Brembo Xtra rotors helps prevent rust, but regular cleaning can extend their aesthetic life.
- **Brake Fluid:** Ensure your brake fluid is at the correct level and is replaced according to your vehicle manufacturer's recommendations.
- **Professional Servicing:** Have your brake system professionally inspected at least once a year or every 12,000 miles (20,000 km).



Video 2: An animated overview of the Brembo UV-Coated Solid Rotor. This video demonstrates the anti-corrosion technology for longer brake life, UV anti-corrosion coating with exclusive metal finish, and high carbon content to minimize vibration and noise. While this specific product is vented, the general principles of UV coating and high carbon content apply to the Xtra series for maintenance understanding.

7. TROUBLESHOOTING

This table provides common brake issues and potential solutions. If you are unsure about any repair, consult a qualified mechanic.

Symptom	Possible Cause	Solution
Brake Noise (Squealing/Grinding)	Worn brake pads, improper bed-in, foreign object, rust buildup.	Inspect and replace pads, re-perform bed-in, clean brake components, check for debris.
Brake Judder/Vibration	Uneven rotor wear, rotor run-out, caliper issues, improper lug nut torque.	Inspect rotors for run-out, check caliper function, ensure proper lug nut torque. Rotors may need replacement or machining (if within limits).
Reduced Braking Performance	Worn pads/rotors, contaminated brake fluid, air in brake lines, faulty caliper.	Inspect and replace worn components, flush/replace brake fluid, bleed brake lines, inspect calipers.
Brake Pedal Pulsation	Warped rotors (often uneven pad material transfer), excessive rotor run-out.	Inspect rotors for run-out and thickness. May require rotor replacement.

8. SPECIFICATIONS

Attribute	Detail
Brand	Brembo
Model Number	09.A921.1X
Material	Cast Iron
Exterior Finish	Machined, Coated, Drilled
Vehicle Service Type	Cars (SUBARU/TOYOTA OE# 26300SA000 compatible)
Position	Front
Item Weight	17.68 pounds
Product Dimensions	11.54 x 11.54 x 2.24 inches
OEM Part Numbers	26300AG01A, 26300FE040, 26300SA000, 26300SA001, SU00300586
Global Trade Identification Number (GTIN)	08020584225462

9. WARRANTY AND SUPPORT

For specific warranty information regarding your Brembo brake rotor, please refer to the documentation included with your purchase or visit the official Brembo website. For technical support or inquiries, please contact Brembo customer service through their official channels.

Always ensure you are purchasing genuine Brembo products from authorized dealers to ensure warranty coverage and product authenticity.