

Genuine Subaru Brake Pads & Rotors

**Aftermarket brake parts
can be enough to
make you shudder!**



See how we proved it inside...



SUBARU.

Genuine Subaru vs. Aftermarket brake parts: No Contest!

It's no secret that aftermarket brake parts cost a little less than Genuine Subaru Brake Parts. But shouldn't you be considering more than price when considering something as important to your safety? We thought so, so we asked our engineers to compare the quality and performance of Genuine Subaru Brake Parts with aftermarket imitations.



Make brake system inspection and service part of your maintenance routine, and always insist on Genuine Subaru Brake Parts.

Brake Pads

Also referred to as “shoes”, brake pads are steel-backed plates with friction-creating material bound to the surface. When braking, two pads are pressed against the rotor until the vehicle stops.

Salt Spray

The aftermarket brake pads developed significant rust damage after a weeklong salt-spray test. The Genuine Subaru Brake Pads remained rust-free.

Genuine Subaru



Aftermarket



Shear Strength

This test evaluates the strength of the bond between the layer of friction material and the metallic pad. At both ambient temperature and 300°C, the Genuine Subaru bond remained far stronger.

Genuine Subaru

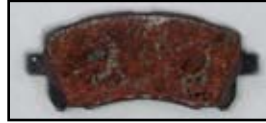


Ambient temperature



300°C

Aftermarket



Ambient temperature



300°C

Paint Quality

Genuine Subaru paint quality is visibly superior, right out of the box.

Genuine Subaru



Outboard



Inboard

Aftermarket



Outboard



Inboard

Brake Performance

In a friction performance test at various speeds, Genuine Subaru Brake Pads consistently outperformed the competition. Before and during the heat testing, Genuine Subaru Brake Pads maintained effective braking stability and less anti-fade characteristics than the aftermarket pads.

Brake Rotors

Also referred to as “discs”, brake rotors (and the wheels to which they are attached) are brought to a stop by the friction generated when the brake pads press against them.

Out-of-the-Box Quality

What appears to be dirt on the Genuine Subaru Rotor is actually a preservative oil designed to protect it until installation. What appears to be dirt on the aftermarket part is actually rust!

Genuine Subaru



Aftermarket



Shuddering

Brake “shuddering” is the shaking or vibration that can occur when you step on the brake pedal. It’s often caused by brake rotor imperfections—both the “plate thickness”, and “sideways shaking”. Based on the values below, which would you rather have stopping your Subaru?

- **Plate thickness**

Plate thickness includes the flatness of the rotor’s surface as well. The higher the values, the worse the shuddering.

Genuine Subaru

Within the standard values

Aftermarket

About 3X the standard values

- **Sideways shaking**

This results from imperfections that do not allow the pad and the rotor to meet properly. Again, the higher the values, the worse the shuddering.

Genuine Subaru

Within the standard values

Aftermarket

About 4X the standard values

Rust

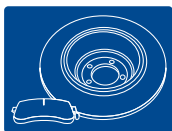
After a week of continuous driving conditions that included a daily spray of water, the results are clear. The rust-resistant surfaces on the Genuine Subaru protrusion and outside circumference are nearly rust-free. The aftermarket rotor has rust everywhere except for the sliding surface—the rust around the bolts actually made it difficult to remove the rotor.

Genuine Subaru



Aftermarket





**For more information, contact your Subaru Dealer or
log onto www.subaru.com**



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