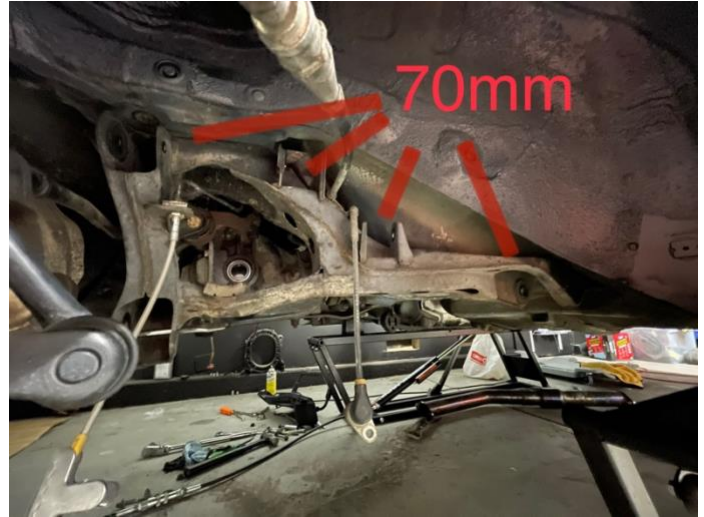


In the rear suspension you can use 70mm length bolts at all the subframe connections. Upper Control Arm needs 2, toe link and trailing link require 1 each so 4 total in the rear. The rear lower control arm has a camber bolt. So you can reuse your original one or purchase updated H style bolts from Mazda.



The front suspension has upper control arm mounts to body which can use 70 or 80mm length. I used 80mm because it meant less threaded portion inside the bushing sleeve. It probably doesn't matter but I liked the idea of more non threaded portion inside the bushing.





All the bolts use these nuts. These also fit the strut bolts at the top



These M8 bolts work for the bracket that holds the ABS sensor wiring. Also handy to have for other things around the engine bay. Also like to get M6 bolts to replace things around the car as well BF6x10YLW is a handy size for a lot of stuff.

If you remove the PPF to do the diff bushings the manual says to replace the bolt and 8 locking nuts for it.

Locking nuts from BelMetric part number NTLH14X1.5YLW

And the bolt is from Mazda only FD01-39-066

Axle snap rings P017-27-421A

Axle nuts LA01-33-042B

New H Style Camber Bolts (pictured on the left)

KD3528473- Quantity 6 \$4.48 ea. (Camber Plates)

FD16-28-66ZB - Quantity 2 \$21.72 ea. (Rear Bolts)

FD16-34-66ZC - Quantity 4 \$20.75 ea. (Front Bolts)

Ordered through Ray Crowe email Crowe.ray@aol.com



The nuts are the same ones above from BelMetric.