

## ESOC RETROFIT MASTER LIST

ENGINE MFG. MODEL/ SERIES	THREAD SIZES/KIT NUMBERS					REMARKS
	DRAIN PLUG	DRAIN KIT	FILTER NIPPLE	INLET PORT	INLET KIT	
<b>CARRIER</b>						
Reefer CT4 <2006	M22 x 1.5	<b>SM2215K</b>		1/4" NPT	<b>30FKL6S104</b>	old P/N was: 30FL6S
Reefer CT4 2006 >	M22 x 1.5	<b>SM2215K</b>		3/8" NPT	<b>30FKL6S106</b>	old P/N was: 30FL66S
<b>CATERPILLAR</b>						
3116/ 3126	3/4"-16	<b>S-51216K</b>	1-1/8"-16		<b>FL1816KL</b>	
3126 >2001 / C 7	M18 x 1.5	<b>SM1815K*</b>	1-1/8"-16		<b>FL1816KL</b>	*use O-ring for drain kit
3208	3/4"-16	<b>S-51216K</b>	1-1/8"-16		<b>FSN1816K</b>	old P/N was: RF-100FXKT
3306	1" NPT	<b>S-0116K</b>	1-1/8"-16		<b>FL1816KL</b>	uses S-0112K w/bushing
3406 Non-electric	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16	1/4" NPT	<b>30-104K **</b>	old P/N was: 30FK-G
3176/3406(ECM)/C15	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16	9/16"-18	<b>30-509K **</b>	old P/N was: RF-0030FK-A
C9	1"-12		1-1/2"-16		<b>FL2416KL</b>	
C10/C12	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16	3/4"-16	<b>30-512K **</b>	old P/N was RF-30MK
C10/C12	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16	3/4"-16	<b>30FSKV512</b>	alt. 45°inlet adapter
C10/C12	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16	3/4"-16	<b>FL2416KL</b>	alt. sandwich adapter
C11/C13	1-1/8"-12	<b>S-51812K</b>	1-1/2"-16		<b>FL2416KL</b>	
						** optional kit FL2416KL
<b>CUMMINS</b>						
350 NT	1"-18	<b>S-51618K</b>		9/16"-18	<b>30FSKL509</b>	old P/N was: 30FSK-D
L10 (old)	1"-18	<b>S-51618K</b>		1/2" NPT	<b>30-108K</b>	
L10 / M11 / ISM	1"-18	<b>S-51618K</b>		3/4"-16	<b>30FSKL512</b>	use Port # 3 (see schematic)
L10 / M11 / ISM (alt. 45°inlet)				3/4"-16	<b>30FSKV512</b>	
ISM (GILLIG BUS)	1"-18	<b>S-51618K</b>		7/8"-14	<b>30FKH8SL514</b>	use front port
N14	1"-18	<b>S-51618K</b>		9/16"-18	<b>30-509K</b>	old P/N was: RF-0030FK-A
"B" Series	M18 x 1.5	<b>SM1815K</b>	1"-16		<b>FSN1616K-30</b>	use copper washer for drain
ISB, 5.9l, 190/240/260	M18 x 1.5	<b>SM1815K</b>	1-1/8"-16		<b>FSN1816K</b>	
ISB (>2009)	M22 x 1.5	<b>SM2215K</b>			<b>FSN1816K</b>	
"C" Series/ ISC/ ISL	M18 x 1.5	<b>SM1815K</b>		1/2" NPT	<b>30-108K</b>	use copper washer for drain
ISX	M27 x 2	<b>SM2720K</b>		M14 x 1.5	<b>30-M1415K</b>	
ISX (alt. inlet for recessed port)				M14 x 1.5	<b>30-509KM1415</b>	
ISX (alt. 45°inlet)				M14 x 1.5	<b>30-M1415K-V</b>	
ISX (alt. 90°inlet)				M14 x 1.5	<b>30-509KLM1415</b>	
<b>CURSOR</b>						
13	M18 x 1.5	<b>SM1815K</b>	M30 x 2.0		<b>FLM3020KL</b>	
<b>DETROIT DIESEL</b>						
Series 50/60	3/4" NPT	<b>S-0112K</b>	1-5/8"-12		<b>FL2612KL</b>	
6V71N/6V92	1/2" NPT	<b>S-0108K</b>	1-1/2"-12		<b>FL2412KL</b>	
Series 40 (Al. pan)	M25 x 1.5	<b>SM2515K</b>		1/4" NPT	<b>30FKGTL</b>	
Series 40 (alt.drain)	7/8"-14	<b>S-51414K</b>		1/4" NPT	<b>30FKGTL</b>	
DD13/15	M27 x 2	<b>SM2720K-O-R</b>			<b>30-509KLM3815</b>	
DD13/15 (OEM kit)					<b>30FKH13M3815</b>	alt. inlet
<b>DODGE</b>						
5.7 l Hemi 2007 up	M14 x 1.5	<b>SM1415K</b>	M22 x 1.5		<b>FSN2215K</b>	
<b>FORD</b>						
Crown Vic. 4.6 l	M14 x 1.5	<b>SM1415K</b>	M22 x 1.5		<b>FSN2215K</b>	
Econoline 5.4 l	M14 x 1.5	<b>SM1415K</b>	M22 x 1.5		<b>FSN2215K</b>	
Ford, 6.8 l V-10, 1999	M14 x 1.5	<b>SM1415K</b>	M22 x 1.5		<b>FSN2215K</b>	

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<b>HINO</b>						
JO 8	M18 x 1.5	<b>SM1815K</b>		M20 x 1.5	<b>30FKLSM2015</b>	use copper washer for drain
<b>INTERNATIONAL</b>						
T444E	M14 x 1.25	<b>SM14125K</b>	1-1/2"-16		<b>FL2416KL</b>	
DT 466 to 1993	7/8"-18	<b>RF-0074K</b>	1"-12		<b>FSN1612K</b>	old P/N was: RF-0037FKST
DT530 & 466 (1994 - 2003)	M25 x 1.5	<b>SM2515K</b>		1/4" NPT	<b>30FSKL104</b>	
DT466 (alt.45°inlet) to '03					<b>30FSKV104</b>	old P/N was: RF-0030FSK-I
DT466 (2004 + )	M18 x 1.5	<b>SM1815K</b>		M12 x 1.5	<b>30FSKLM1215</b>	
VT 365						
<b>ISUZU</b>						
6WG	M20 x 1.5	<b>SM2015K</b>				
6SD	M24 x 2.0	<b>SM2420K</b>				* not yet available
<b>IVECO</b>	M22 x 1.5	<b>SM2215K</b>	1"-12		<b>FSN1612K</b>	old P/N was: RF-0037FKST
<b>MACK</b>						
CH /CH612 /CH613	M20 x 1.5	<b>SM2015K</b>	1-1/8"-16		<b>FL1816KL</b>	
CXN /CXN612	M20 x 1.5	<b>SM2015K</b>	1-1/8"-16		<b>FL1816KL</b>	
E7	M20 x 1.5	<b>SM2015K</b>	1-1/8"-16		<b>FL1816KL</b>	
MP-7	M24 x 1.5	<b>SM2415K</b>	1-1/8"-16		<b>FL1816KL</b>	
<b>MAN</b>						
D20CR	M26 x 1.5	<b>SM2615K</b>				
D08CR	M22 x 1.5	<b>SM2215K</b>				
<b>MERCEDES</b>						
MBE900	M22 x 1.5	<b>SM2215K</b>		M14x1.5	<b>30-M1415K-O-R</b>	
MBE4000 < 2004 (day cab)	M22 x 1.5	<b>SM2215K</b>		M33x2.0	<b>30-509KLM3320</b>	
MBE4000 < 2006	M26 x 1.5	<b>SM2615K</b>		M14x1.5	<b>30-M1415K-V-O-R</b>	inlet kit for 2004 and up only
MBE4000 > 2006	M22 x 1.5	<b>SM2215K</b>		M14x1.5	<b>30-M1415K-V-O-R</b>	inlet kit for 2004 and up only
<b>SCANIA</b>						
P-SERIES	M24 x 2.0	<b>SM2420K</b>			*	* available April 2010
<b>THERMOKING</b>						
Yan-Mar	3/4" NPT	<b>S-0112K</b>		3/4"-16	<b>30-512K</b>	old P/N was RF-0030FK-B
Yan-Mar (old)	3/4" NPT	<b>S-0112K</b>		1/8" NPT	<b>30FK6SH12-102</b>	incl. 45°inlet adapt./bracket
<b>VOLVO</b>						
VE-D12/D-13	M24 x 1.5	<b>SM2415K</b>	1-1/8"-16		<b>FL1816KL</b>	