



Allis Chalmers	213, 320, 426 engines	F-108
Briggs & Stratton	Small engines with NPT-3/8 plug	F-110
	Large engines with NPT-1/2 plug	T-202
Continental	Late model engines from 41AL00200	T-204
	Older engines upto W4B00106	T-208
	Small pump/gen-set engines with NPT-3/8 plug	F-110
Deutz	F5L912, F6L912 engines	FG-7B
	FM1008	F-109
	B/FL413, B/FL513, B/FL912, B/FL913, B/FL914, BFM1015	FG-7
	W1450	F-108
	F3L1011F, FL/M1011, BFM1012, BFM1013, FL/M2011, BFM2012, BFM2013	F-104
Hatz	Most engines	FG7B
Henschel	All engines	FG-7
Hercules	G1600 engines	F-101
	G, D Series, 1500, 1700, 2000, 2300, 3000, 300T, 3400, 4800	T-208
Honda-Industrial	Most engines	F-109
Isuzu	See Heavy Duty Truck engines	
Iveco-Fiat	Z110, Z120TA, Z220, Z220T, Z230T, Z340T, Z450T	FG7B
John Deere	3029(Oil pan # 1901), 4239(Oil pan # 1901 & 1902), 6359(Oil pan # 1905)	T-201/T-202
	3029(Oil pan # 1906), 3179(Oil pan #1904), 4219, 4239, 6068, 6081, 6329	T-206
	3029(Oil pan #1909), 4045(Oil pan #1944), 6068(Oil pan # 1944), 4022	FG7B
	4045(All, except oil pan # 1944), 6068(All, except oil pan # 1944), PE4045T	F-104
	4276(Oil pan # 1904 & 1908), 6359(Oil pan # 1916), 219, 329	T-206
	6081(All except oil pan # 1905...#1905 takes T-206 only)	T-201/T-206
	4239(Oil pan # 1901 & 1902), 6359(Oil pan # 1905)	T-201/T-202
	8105, 8125....(*To be used with Adapter ADP-116)	T-204*
	7.6L(Oil pan # 1920)	T-201
	341, 359, 362, 404, 414, 466, 955, 6359(Oil pan # 1908)	T-209
6362, 6076, 6404, 6466, 6531, 6619, 8955	T-209	
Kohler	Small engines with NPT-3/8 plug	F-110
	Large engines with NPT-1/2 plug	T-202
Komatsu	3D72(except 3D72-2BA), 3D75, 3D75N, 3D78(except 3D78-1F), 3D78N	FG-7B
	3D72-2BA(Serial #1001-3000), 3D80, 3D84, 3D84N(except 3D84N-2AA, 4D84	FG-7B
	KDP20T, KDP30T, KDP40T, S3D84, S3D84E, 1D75, 1D84, 2T75L, 3D62AE	F-108
	2D68E, 3D66, 3D72N, 3D78-1F, 3D84E, 3D84N-2AA, 2D75, 3D68E, 3D63	F-108
	105 Series engines	FG-8
Kubota	Z600B, D782, V1903, V2003, V2203,	F-108
	D905E, D1503, D722, Z482, V3300	FG-7B
	D600, D750, D850, D905, D950, D1102, D1105, D1302, D1402,	F-103
	V1100, V1502, V1702, V1902, V4300, ZB600C, Z400, Z500, Z751, Z851	F-103
	V1305, DF1005, F2302, S2600, S2800, L4630	F-103
Lister-Petter	Delta Series, X-Range Series (X-86, X-90)	F-106
Onan	Onan engines with NPT-3/8 plug	F-110
Perkins	All engines upto 8 cyl. 540 cubic inches	T-204
Scania	P112M, P112H, T112M, R112M	FG-6



Toyota Industrial	2J, 5R, 2H, 1Z, 1DZ, 11Z, 13Z, 14Z, 2Z	FG-5
	2Y,3Y,4Y,5K,3F,5Y	F-103
	2F, 3P, 4P, 14B	F-104
Wisconsin	VH4D, AENL and other engines with NPT-3/8 plug	F-110
	VG4D and other engines with NPT-1/2 plug	T-202
	V465D and other engines with NPT-3/4 plug	T-201
Wisconsin-Robin	EY18/3W, EY44W, EY27, W1340, W1185	F-106
Yanmar-Industrial	TS50, T50C, TS60, TS60C, TS70, TS80, TS80C, TS105, TS105C, 2T72HLE,	F-108
	2T75HLE, 3T75HLE, 3T84HLE, 2T90LE, 3T80LE, 3T90LE, 3TN663S, 3TN66EG2	F-108
	2TNV70, 3TNV70,3TNE74, 3TNV76, 3TNV82	F-108
	3T95LE, 4T95LE, 4T95LTE, 6T95LE, 6T95LTE	FG-6
	3TNA72ES, 3TNA72EG2, 3TN75ES, 3TN75EG1, 3TN75EG2, 3TN82ES	FG-7B
	3TN82EG1, 3TN82EG2, 4TN82TES, 4TN82TEG1, 4TN82TEG2, 4TNV88	FG-7B
Yanmar-Marine	3TNV88, 3TNV84T, 4TNV84T, 4TNV98, 4TNV98T	FG-7B
	4PH-ME, 4PH-MTE, All QM & JH Series engines	F-108
	6PH-ME, 6PH-MTE, 6LY-UTE, 6CX-ETE	F-105
	1GM10	FG-7B



Caterpillar:	3304, 3306, 3406, 3406B, 3406C, 3406E, 3408, 3412, 3456, 3176, 3126	T-205
	C-10, C-11, C-12, C-13, C-15(Acert model use ADP-205 adapter), C-16, C-18	T-205
	Above listed engines with optional tapered NPT 1-12 plug (1 5/16" diameter)	T-200
	1100, 1140, 1145, 1150, 3100, 3116(with 28L oil pan), 3208, 3054, 3056	T-204
	3126B, 3126E(with 28L oil pan), C-6.6, C-9 engines	T-204
	C-7, 3116(with 21L oil pan), 3126E(with 21L oil pan)	F-104
	3508, 3512	N/A
Cummins:	B-Series (3.3L, 3.9L & 5.9L), C-Series (8.3L), ISB, ISC, ISL engines	F-104
	B-Series 6.7L (Dodge Ram pickup - use F-104)	FG7B
	Signature Series, ISX, QSX15	T-211
	K19, QSK19 (* To be used with adapter ADP-116)	T-204*
	All other engines (including L-10, M-11, N-14, ISM & ISN)	T-203
Detroit Diesel:	60 Series, 50 Series	T-201
	40 Series	FG-5
	30 Series	F-111
	2000(V8 & V12), 4000 Series. DD-13 & DD-15(Require adapter ADP-211)	T-211
	Other large engines	T-201
	Series 53, 71, 92 and other small engines	T-202
Deutz:	Up to 130 hp, F5L912, F6L912	FG7B
	F3L913, BF3L913, F4L913, BF4L913, F6L913, BF6L913, F8L413	FG-7
	1011 Group (F3L1011F, BF3L1011F, F4L1011F, BF4L1011F)	F-104
	W1450	F-108
Ford:	6.9L Diesel & 7.3L Diesel(up to '94)	F-101
	7.3L Diesel('95 & on)	F-111
	All Other Diesel engines	T-204
	Gasoline engines.....See Light Truck Listing	
Hino:	H06C, H07C, W04C, EC100, W06E	FG7B
	F21C, F20C, F17D, J05C, J08C, S05D, W04D, H07C, EH700	F-104
	DS50, EP100, EL100, EM100, E13C	FG-7
International:	V304, V345, V392, MV404, V420(6.9L), MV446, DT360(up to '93)	F-101
	T444E, VT365	F-111
	V461, DT461, DV462, DT466(up to '93), V478, V537, V549, DV550,	T-208
	DV551(9.0L), D150, D170, D190	T-208
	DT360('94 & on), DT466('94-'04), DT408, DT530, DT570, HT570	FG-5
	DT466('05 & on), Maxxforce 7, DT, 9, 10 engines	F-104
Isuzu:	Maxxforce 11 & 13 engines	T-211
	4BD1, 4BD2, 4BC2, 4BC1, 4HE1, 4JG1, 4JG2, 4BA1, 6BB1, 6BD1, 6BG1, 2KL1	F-105
	6BF1, 6HE1, 6HF1, 6HK1, 6WA1, 6WG1, G161, C240, 4LE1, 3KR1, 3KC1,	F-105
	4BE1, 4BG2, 4JA1, 4JB1, 4ZC1, C223, C200	F-106
	6SA1, 6RA1, 6QA1, 6RB1, 6SD1, 6BF1, 6QA2, 8PA1, 8PB1, 8PC1,	FG-6
	10PA1, 10PB2, 10PC1, 10PE1, 12PB1, 12PC1, E120, DA220, DA640, DH100H,	FG-6
Mack:	Midliner engines	F-109
	MP-7, MP-8 engines	FG-8
	MP-10	T-211
	E-7 Series, EM-7 Sereis, ASET engines	F-105
	All other engines	T-206
Mercedes:	06 & on, MBE900, MBE906, MBE4000, all require adapter ADP-22	FG7B
	All other truck engines. (MBE4000- upto '05 require adapter ADP-207)	T-207



Mitsubishi Fuso:	Heavy/Medium duty trucks	F-104
	Light duty trucks	F-106
UD-Nissan:	NE6T, FE6T	FG-6
Volvo Penta:	TD60A, TD70E, TD70F, TD100, TD101, TD120, TD121	T-206
Volvo Truck:	1983 engines, VED12D, D-11, D-12, D-13 Most late model engines	FG-8
	D-16 engine	T-211
	All other engines	T-206



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SIZE CHART

REGULAR TYPE

Part #	Size
F-101	1/2"-20 UNF
F-102	PF-3/8
F-103	12mm-1.25
F-104	18mm-1.5
F-105	20mm-1.5
F-106	14mm-1.5
F-107	12mm-1.75
F-108	16mm-1.5
F-109	12mm-1.5
F-110	NPT 3/8-18
F-111	14mm-1.25
T-200	NPT 1-12
T-201	NPT 3/4-14
T-202	NPT 1/2-14
T-203	1"-18 UNF
T-204	3/4"-16 UNF
T-205	1 1/8"-12 UNF
T-206	7/8"-14 UNF
T-207	26mm-1.5
T-208	7/8"-18 UNF
T-209	1"-14UNC
T-211	27mm-2.0
FG-5	25mm-1.5
FG-6	24mm-2.0
FG-7	30mm-1.5
FG-7B	22mm-1.5
FG-8	24mm-1.5

N-SERIES (W/NIPPLE)

BODY

SIZE	Part #	Size	Nipple O/D
S	F101N	1/2"-20 UNF	3/8"
S	F102N	PF-3/8	3/8"
MINI	F103N	12mm-1.25	3/8"
S	F104N	18mm-1.5	3/8"
S	F105N	20mm-1.5	3/8"
S	F106N	14mm-1.5	3/8"
MINI	F107N	12mm-1.75	3/8"
S	F108N	16mm-1.5	3/8"
MINI	F109N	12mm-1.5	3/8"
S	F110N	NPT 3/8-18	3/8"
S	F111N	14mm-1.25	3/8"
L	T200N	NPT 1-12	3/4"
L	T201N	NPT 3/4-14	3/4"
MED	T202N	NPT 1/2-14	5/8"
L	T203N	1"-18 UNF	3/4"
MED	T204N	3/4"-16 UNF	5/8"
L	T205N	1 1/8"-12 UNF	3/4"
M	T206N	7/8"-14 UNF	5/8"
L	T207N	26mm-1.5	3/4"
MED	T208N	7/8"-18 UNF	5/8"
L	T209N	1"-14UNC	5/8"
L	T211N	27mm-2.0	5/8"
L	FG5N	25mm-1.5	3/4"
M	FG6N	24mm-2.0	5/8"
L	FG7N	30mm-1.5	3/4"
M	FG7BN	22mm-1.5	5/8"
L	FG8N	24mm-1.5	5/8"

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No More Messy Oil Drains!

Change your oil without the mess - Introducing the EZ OIL DRAIN valve! No Tools - No Fuss - No Mess!

Made of corrosion resistant forged brass and stainless steel - the EZ OIL DRAIN valve is sized to fit all cars, light trucks, vans, heavy duty trucks, and buses. The "N-Series" valve is also available with a hose attachment, to make oil changes easy for industrial engines, boat engines, or other "hard to reach" applications.

OVER 7 MILLION VALVES SOLD WORLDWIDE!



Just Replace Your Oil Drain Plug *the Next Time You Change Your Oil!*

1. Remove original drain plug and drain oil into an acceptable receptacle for safe disposal.
2. Insert Engine Oil Drain Valve with gasket* and tighten. Do not over tighten.
3. Make sure valve is closed and refill crankcase.

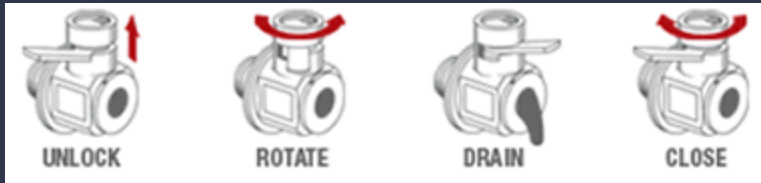


It's THAT EZ with EZ OIL DRAIN VALVES!



Warning!: Some oil pans are designed with recessed drain hole which may prevent the valve from being installed properly. If the valve can not be tightened all the way without hitting the oil pan wall, do not install the Drain Valve to your vehicle. Adapters are available for some models.

*Some valves (i.e. T-200, T201, T-202, F-110) do not require gasket as they are self-tightening tapered threads.





Sizes and Applications



Standard EZ Oil Drain Valve

Our most popular!



N-Series Valve

(Nipple Type) accepts hose, allows oil to be drained away from the engine.



L-Shaped Valves

The elbow joint, which accepts hose, is removable and rotates 360° (limited selection - Special order item only)



Round Adapter

Extends the length of the valve, used in recessed oil plug type plans.

Lifetime Warranty - Money Back Guarantee



Frequently Asked Questions

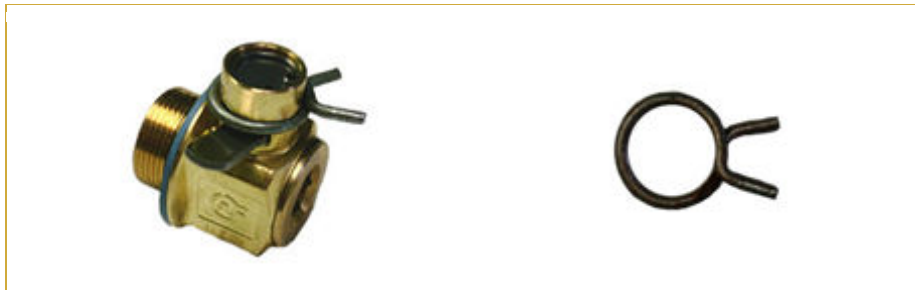
Q. Is my Engine Oil Drain Valve going to leak?

A. No. The "ball valve" design of your Engine Oil Drain Valve is just like the design of valves used in pressurized gas applications. Every valve is constructed to exacting specifications and each and every valve is tested for air tightness before it leaves the factory. The Engine Oil Drain Valve has been tested and granted "Genuine Part" status by six major motor vehicle manufacturers in Japan. These approvals were not granted easily and gaining them was a testimony to the quality and durability of the Engine Oil Drain Valve.



Q. Will my Engine Oil Drain Valve open up while I am on the road?

A. No. In its closed position the Engine Oil Drain Valve extends from the oil pan only about one half inch more than a standard oil drain plug. The valve's simple but effective locking system requires two distinct actions to open it and its heavy-duty construction will withstand any engine vibration. Over 2,000,000 Engine Oil Drain Valves have been sold in the past eight years and no problems have been reported.



Warning:

For users under extreme conditions:

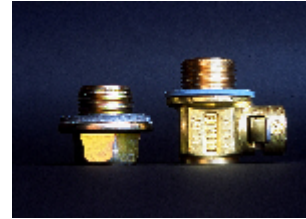
If you are using the Engine Oil Drain Valve on off-road vehicles such as farm tractors and logging equipment under extreme environment (i.e. corn fields, brush areas), it is recommended that a hose clip as shown below be used for extra safety and security. The hose clip, which can be purchased at any hardware stores, will firmly keep the lever in the locked position at all times.

Drain Valve Size Hose Clip Size
T, FG Series 11/16" Clip
F Series 5/8" Clip



Q. Does my Engine Oil Drain Valve protrude into the interior of the oil pan and prevent full drainage of my engine oil?

A. No. The threaded oil drain plug hole is always reinforced to accept the threaded bolt of the drain plug. Your Engine Oil Drain Valve will not extend past this threaded portion of the drain hole and will allow the oil to be properly drained. Your Engine Oil Drain Valve will let you drain your engine oil while it is hot without burning your hands and it is much more effective than trying to pump the oil out from above.



Q. How long will my Engine Oil Drain Valve last?

A. Your Engine Oil Drain Valve is constructed of corrosion resistant forged brass and stainless steel. To gain the approval of motor vehicle manufacturers it was subjected to minus 40 degrees Fahrenheit temperatures. It endured 336 hours of salt spray and thousands of openings and closings and still functioned perfectly. You can expect the Engine Oil Drain Valve to outlast your engine.

Q. How much does the Engine Oil Drain Valve stick out from the oil pan? Is it safe to use the N-Type valve (with Nipple) for cars and light trucks?

A. The Drain Valve for passenger cars and light trucks is approximately 7/8" thick. This means that the valve sticks out only 1/2" more than the regular plug head from the oil pan. The Nipple on the N-Type Valve extends from the valve for 5/8". We do not recommend using the N-Type valve for vehicles with low clearance, as the valve may stick out too far against the ground.

Q: Why should I replace my current oil drain plug?

A:When you loosen your original drain plug with a socket wrench and remove the plug by hand, you risk getting oil stains on your arms, face, clothing and driveway or garage from the old hot oil. You can even ruin your expensive oil pan by stripping the threads. Installing the Engine Oil drain Valve solves all the problems. You can save your valuable time and money for your vehicle maintenance.



Q: Who uses or recommends the EZ OIL Drain Plug? Who else trusts it?

A: The Fumoto Oil Drain Valve has been tested and granted "Genuine Parts" status by six major motor vehicle manufacturers in Japan, including Toyota ,Nissan ,Mazda ,Mitsubishi ,Subaru and Isuzu. These approvals were not granted easily and gaining them was a testimony to the quality and durability of Fumoto Oil Drain Valve.

In the United States, the Fumoto Oil Drain Valve is being installed at the factory level on some of the vehicles/equipment made by Ford, Kohler, Freightliner, Caterpillar, JLG, GEHL, Ingersoll-Rand, Sullair, Toyota, Case, Magnetek, Timberjack, Lincoln Electric, Vermeer, Baldor, Terex, Deutz and Phaser Marine Generator.

*"We use them on everything with an engine, even our forklifts,
and we have for ten years now ...I'm not aware of any failures,
that's just not been an issue."*

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