

**SQUARE-BORE CARB TO SPREAD-BORE MANIFOLD  
ADAPTER #2696 WITH UNIVERSAL FUEL LINE KIT #2697  
(for OEM Spread-bore manifolds with 3/8" or 5/16" fuel line)  
INSTALLATION INSTRUCTIONS**

**DESCRIPTION:** The Edelbrock Square-bore Carb to Spread-bore Manifold Adapters are designed to allow installation of the Edelbrock carburetors on vehicles with the OEM (original equipment) spread-bore intake manifold (typically GM vehicles that were originally equipped with the Rochester Quadrajets carburetor). These kits will also work on Chrysler manifolds designed for the Thermo-Quad carburetor. It contains the necessary items to adapt the EPS/AVS carb to the OEM manifold. A high-capacity fuel filter is also incorporated in the 2697 fuel line kit to ensure that clean fuel is supplied to the carburetor.

**INSTALLATION:** Before removing the old carburetor, make a note of any special or unusual linkage or mounting requirements. EGR valves, kickdown linkages, cruise control linkages, air cleaner heat stove ducting, etc., all may require extra parts, adapters, or extensions to complete your installation. Consult your Edelbrock carburetor Owner's Manual and installation instructions for recommendations or call our **Technical Hotline at: 1-800-416-8628, 7am to 5pm, Monday-Friday, Pacific Standard Time.** All new Edelbrock carburetors also include an instructional DVD to assist you with installation. The videos contained on this DVD are also available on the company website; [www.edelbrock.com](http://www.edelbrock.com).

**Note:** The carb adapter will raise the carburetor by over 3/4" and some air cleaners will require additional spacers for carburetor clearance, especially on carbs with electric chokes. The total height (carb spacer plus air cleaner spacer) must be calculated and hood clearance checked before proceeding with your installation. Check air cleaner-to-hood clearance by placing several large clay posts at various points on top of your air cleaner, then close the hood to compress the posts. Measure the thickness of the clay posts to ensure that adequate clearance exists.

**Note: All items marked with asterisk (\*) refer to #2697 kits only. Items marked with (#) are included in both Kits.**

**KIT CONTENTS**

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|-----------------------------------------------------------|-------------------------------------------|
| 1—Square-bore carburetor adapter (#2696) #                | 1—Brass Compression Nut/Sleeve; 3/8" *    |
| 4—Carb studs; 5/16" x 1-1/2" (Carb to adapter) #          | 1—Brass Compression Sleeve/Nut; 5/16" *   |
| 4—Nuts; 5/16"-24 #                                        | 1—3/8" Rubber Fuel Line; 24" long *       |
| 4—Lock Washers; 5/16" #                                   | 4—Stainless Steel Worm-type Hose Clamps * |
| 1—Gasket; Square-bore #                                   | 1—Fuel Filter; 3/8" Inlet and Outlet *    |
| 1—Gasket; Spread-bore #                                   | 1—Special Brass Adapter; 5/16" *          |
| 4—Fillister Head Bolts 5/16" x 3/4" (Adapter to intake) # | 1—Special Brass Adapter Fitting; 3/8" *   |
| 1—Transmission Kickdown Cable Connector *                 |                                           |

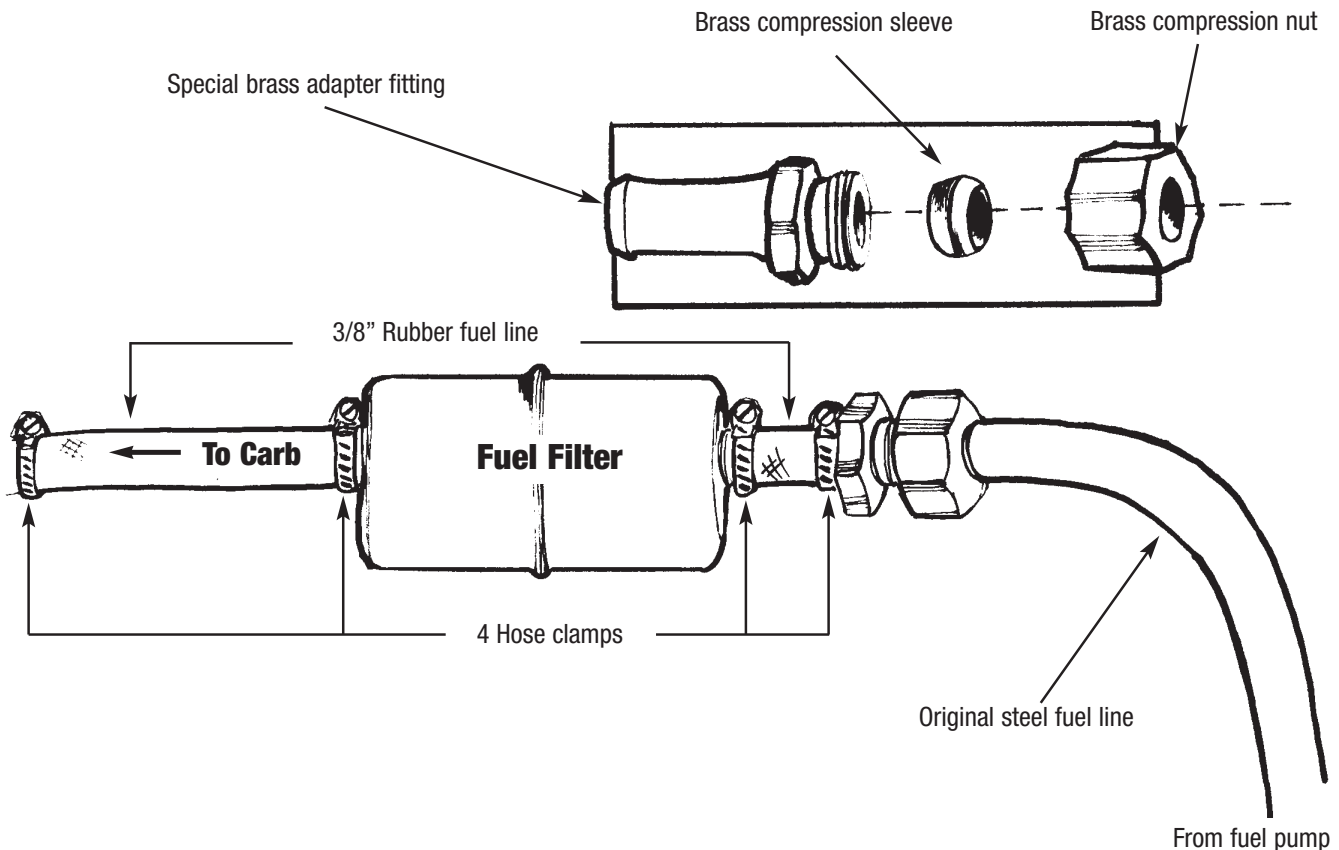
1. Remove OEM air cleaner and check for fit on your new EPS carburetor. If additional clearance is required, use air cleaner spacer #8092 (3/4" thick) or #8093 (1/2" thick). You may want to use a new air cleaner designed specifically for EPS carbs (including those with electric chokes): Order Edelbrock Signature Series Air Cleaner #1221 (chrome-plated steel), #1223 (black powder-coated steel) or Elite Series Air Cleaner #4221 (polished aluminum).
2. Before removing vacuum lines, note whether each is connected to a "full-time" or "timed" vacuum port on the old carburetor. "Full-time" ports will have vacuum at idle, and "timed" ports will not show any vacuum until the engine rpm is increased; usually to about 1500 rpm. Mark each vacuum line with masking tape so that it may be re-connected to the appropriate port on the new carburetor.
3. Disconnect all fuel lines, linkages, choke mechanisms, etc. Remove old carburetor, gasket, and carb mounting studs. Place clean rags or towels in the manifold throttle bore openings to prevent debris from falling into engine. Clean the gasket surface and surrounding area.
4. Remove rags or towels from the manifold and place matching (spread bore) gasket on intake manifold and secure spacer with fillister bolts. Install the four new carb studs. "Double-nutting" the studs is preferred over gripping with pliers. Place matching (square bore) gasket on carb spacer. Install carburetor with new lock washers and nuts and hand tighten lightly and evenly in a "criss-cross" pattern.

**Note: These adapters have a 1/4" NPT hole in the back, which can be drilled if an additional vacuum source is needed.**

6. Attach all vacuum lines, linkages, and return springs. Check for smooth throttle operation from idle to WOT (Wide Open Throttle) and for a positive return to idle.  
**Note:** When testing electric choke carburetors, make sure to hold choke to full open position.
7. Locate the fuel filter in a position that does not interfere with the air cleaner or any linkage parts and can be supported using the shortest length of fuel hose possible. (\*)



8. Cut OEM fuel line in the selected location using either a hacksaw or tubing cutter. It is easier to make the cut if you first remove the fuel line from the vehicle (after marking the place to be cut).(\*)
9. Make sure that you file and remove the burrs from the rough cut end of the steel line. Also be sure to thoroughly clean out all filings and metal particles from the line.(\*)
10. Install the Edelbrock special brass hose fitting completely over the OEM steel fuel line (**see illustration**) and securely tighten the compression unit. Use tubing wrenches if possible to avoid rounding the hex nut.(\*)
11. Position the fuel filter as close as possible to the above noted special brass fuel line fitting. **Note:** The filter must face the correct direction. The filter end marked "IN" must face the fuel pump.(\*)
12. Cut the proper length of the fuel hose supplied in this kit to connect the filter to the brass adapter fitting.
13. Install one clamp on each end of this hose and securely push the fuel hose onto the filter and fuel line. Make certain that the hose is completely installed on each fitting before tightening the screw-type worm clamp. **CAUTION:** Do not over-tighten the clamps or you may cut into the fuel line and cause a leak.(\*)
14. Correctly route the attaching hose from the outlet end of the fuel filter to the inlet fitting of your Edelbrock Carburetor. Make certain that there are no sharp bends or kinks in this fuel line. Also, check to make certain that when the carburetor air cleaner is installed, it does not pinch or interfere with the fuel line hose. If the straight inlet fitting on your carburetor creates an interference problem, use Air Cleaner Spacer #8092 to raise the air cleaner 3/4" for clearance, or replace this fitting with an Edelbrock #8089 Banjo fitting or an Edelbrock #8126 Steel Fuel Line. This will allow the fuel hose to be located tightly along the side of the carburetor to obtain the necessary clearance beneath the air cleaner.(\*)
15. Cut the fuel hose to the proper length between the fuel filter and the carburetor. Install this hose using the remaining two worm-type hose clamps. **CAUTION:** Do not over-tighten the clamps or you may cut into the fuel line and cause a leak.(\*)
16. Start the engine and check for any fuel leaks before installing the air cleaner. Correct any leaks and re-install the air cleaner before operating vehicle.



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