



The spark plugs were pulled and checked. They showed us that everything looked in order or close to it.



Next the carburettor float levels were checked. This was a case of removing the float bowl plugs and turning the key on. (Proj '34 has an electric fuel pump) The primary was fine but the secondary level was a tad low so was adjusted.



The atmospheric pressure sensor was temporarily installed under the hood.



Next step was to check the timing. To do this the vacuum advance needs to be disconnected. We'd set the initial advance at 6 degrees, a little retarded, so it was re-set to 10 degrees. The MSD distributor was left with its out-of-the-box factory settings which turned out to be perfect.



The idle circuits were next up. Craig used a vacuum gauge to check where we were at. We'd set them too lean so he reset the idle mixture into the green zone with idle speed at 750 rpm. This had an immediate effect on the idle; it was much smoother.



The remote console was installed in the cab and Craig was ready to make our first dyno run.



Project '34 made it to 85 mph but at that speed the trans lock-up converter kept flaring off so further attempts at higher speeds were cancelled. We're meant to cruise at 60mph (100 kph) so going higher was unnecessary anyway.



At speed there's an incredible amount of noise and air moving around from the fans, so hearing protection is essential.

