


# HOW TO BUILD A HOT ROD

**Project '34 Pickup** Brought to you by  **PERFORMANCE AIR FILTERS**

FEEDBACK on driveability and engine performance gained from shake-down cruises and everyday driving showed that our initial timing and jetting was in the ball park, however we felt there were still some gains to be made from fine tuning and dialling-in. We needed a proper tune so chose the services offered by Eric Livingstone and his crew at West Auckland Engine Reconditioners. They've installed the latest Super Flow high performance dyno and special room complete with an air-management climate controlled system for optimum performance. This sophisticated piece of equipment is essential to extract optimum performance and economy from our combination and something



that's dear to the heart of every hot rodder worth his salt. The crew at WAER are both thorough and professional, even with a hot rod journo looking over their shoulder at every move. But what did we find? Our initial tune was 4 degrees retarded and our idle was too lean. This made the engine idle a bit erratic and sound over-cammed. Once we got dialled in the engine ran smoother and made more power. The air/fuel ratio was spot-on, great news considering the carb was bolted on and run as is out-of-the-box! The entire process took the best part of the day from whoa to go but we left smiling with new-found gains and peace of mind that we were totally tuned under our belt.



The SuperFlow Sensor box monitors and measures the data from the dyno and includes temperature measurement, pressure measurement, and air/fuel monitoring.



First step was to drive Proj '34 onto the dyno.



Next the hood was raised and soft covers installed to prevent scratching. The oil level was checked and we were on to the next stage.



Tie-downs were installed front and rear to ensure the car stays in place on the high speed runs.