

KAASE'S BOSS NINE GETS BLOWN!

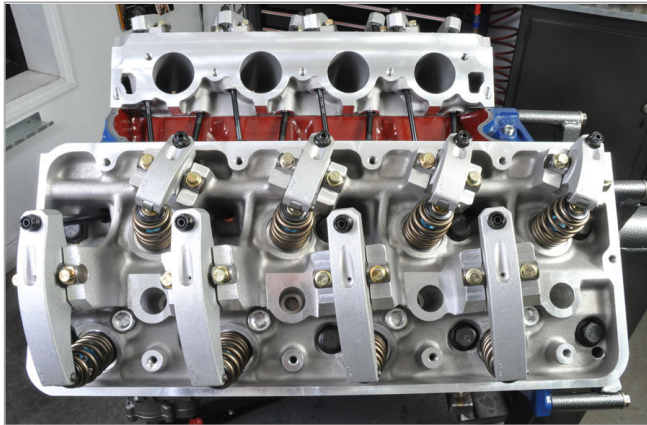


Seven months ago Jon Kaase introduced his new Boss Nine engine to much acclaim. Constructed with either a cast iron or cast aluminum block it was developed using five intake manifolds. These suit 4150- 4500- and Tunnel Ram-style carburetors, Keith Wilson's EFI conversion, and Hilborn's stack injection. But today's news is of their blower version.

Fitted with heavy-duty bearings and special double-lipped Teflon seals for prolonged life, the BDS 871 series three-lobe standard helix blower proudly sits atop the mighty Boss Nine...

Features:

- Engine capacities available from 429 to 600cu in
- Most popular displacement 520cu in., using a 429 passenger car block with a .030in overbore (4.390in) and a 4.300in stroke,
- Naturally aspirated engines typically produce between 700 and 1000 horsepower on pump gasoline
- Displacement of BDS Roots-style supercharger 416cu in
- Engines fitted with forged crankshafts or Bryant billet
- Diamond pistons for blower engine use
- Compression ratios of 8 to 8.5:1, allowing higher blower boost and producing lots of low-end and mid-range torque
- Camshaft designed to eradicate jerking and bucking at off-idle and part throttle in the low gears
- Full-race roller-tipped billet rockers by WW Engineering
- Race-bred 3/8in thick-wall Trend pushrods
- Nostalgic Kaase Boss Nine valve covers.



Briefly...



While researching Jon Kaase's latest Boss Nine development, the topic of rockers arose. Kaase and other leading race engine shops, especially those engaged in Pro Stock racing, use a custom heat-treated billet aluminum rocker from WW Engineering. Apparently they are the strongest available because of their longitudinal grain structure and the proprietary material from which they are made. Intriguingly, they are the creation of Wilfred Boutilier of Dawsonville, Georgia. For those of you old enough to remember here is "Wild Wilfred," formerly a Pro Comp racer (alcohol Funny Car) of almost five decades ago!

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