

## KAASE INTRODUCES NEW BOSS NINE WITH STACK INJECTION

Four-time winner of the Engine Masters Challenge, Jon Kaase has announced his latest Boss Nine design, energized by an interesting new intake manifold with a hidden plenum below and stack injection above.

### Features:

- Hidden plenum on underside of Boss Nine intake manifold--
  - 1) Creates exceptional torque
  - 2) Generates clean, consistent idle
  - 3) Produces excellent part-throttle performance
  - 4) Delivers instantaneous throttle response
  - 5) Provides for brake vacuum and empowers the MAP sensor, which has a major influence in the metering of the fuel
  - 6) Equalizes pressure in all induction tracts
- Boss Nine is constructed with either cast iron or cast aluminum engine block and topped with Kaase's efficient hemi cylinder heads
- Boss Nine is developed using four intake manifolds: 4150 and 4500-style carburetors, as well as Keith Wilson's EFI system, and various BDS blower units
- Boss Nine engines are available from 429 to 600cu in
- Boss Nine engines most in demand produce between 500 and 1,000 horsepower

*On a typical 520cu in engine with 9.8:1 compression ratio, hydraulic tappets, and running on pump fuel, the stack injection engine outpaced its carbureted rival by an extra 30ft lb torque.*

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[JonKaaseRacingEngines.com](http://JonKaaseRacingEngines.com)



### Briefly...

*Pinned to the wall of a small closet in Jon Kaase's office a transparent zip-lock bag resides. It contains a tiny piece of carburetor float bowl gasket. Marked on the outside of the bag is the figure \$57,500.*



*In the finals of the 2005 Engine Masters Challenge, when Kaase was competing against Lennart Bergqvist for top honors, this tiny piece of gasket had broken off and jammed itself in a main jet, depriving his Pontiac engine of a quarter of its fuel. "It was a very costly misfortune," commented Kaase, "but on reflection, it could not have happened at a better time, because Lennart succumbed to cancer the following year, and he deserved this victory."*

*On Kaase's latest creation, the Boss Nine with stack injection, there are no cork gaskets or main jets, just the most evocative induction system delivering the kind of high performance expected of Kaase. And how was this achieved with stack injection? "A number of things contributed," says Kaase, "including a hidden plenum located in the bottom of the intake manifold."*

Sam Logan