

991.1 GT3 Cup tuning

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Hello Sxxxx,

I currently have several hundred emails to answer, so my reply has unfortunately taken much longer than usual. Please accept my apologies for the delay.

When it comes to your 991.1 GT3 Cup, I see things a little differently compared to a road-going GT3.

If your car already has:

- Motorsport ABS
- An optimized suspension setup
- Professional data acquisition and analysis
- Slick tires
- A well-developed aero package

and you are already extracting most of the car's potential as a driver, then an engine upgrade can

certainly be the next logical step.

4.0-Liter Cup Engine

- Approximately 485-520 hp
- Excellent reliability
- Most cost-effective solution
- Full parts support through Albert Motorsport

For many drivers, this still represents the best balance between performance, durability, and operating costs.

4.1-Liter Engine

- Increased mid-range torque
- Stronger acceleration out of slower corners
- Approximately 15-25 hp increase

- No weight penalty

In my opinion, this is the ideal compromise for ambitious track day and endurance drivers.

4.3-Liter Engine

- Significantly more torque
- Approximately 530–560 hp depending on specification
- Much more aggressive driving experience

However, it also places considerably greater stress on the connecting rods, crankshaft assembly,

and gearbox. Costs are substantially higher, and engine rebuild intervals are generally shorter.

If the budget allows, this is where I would invest today:

1. **Lithium Battery**
 - Approximately 10–15 kg weight reduction
2. **4.1–4.2 Liter Engine Conversion**

My personal ranking for an ambitious 991.1 GT3 Cup would be:

1. Driver data analysis
2. Weight reduction
3. 4.1-liter engine
4. Aero fine-tuning
5. 4.3-liter engine

The biggest mistake many drivers make is jumping straight to a 4.3-liter engine conversion and then

running almost identical lap times because there was still significant untapped potential in the suspension setup, aerodynamics, or data analysis.

If your car is already below approximately 1,200 kg including the driver, running quality slick tires,

and properly set up, I would seriously consider a 4.1–4.3 liter engine conversion. The additional torque makes the car significantly faster, especially when accelerating out of slower corners.

Best regards,

Jürgen Albert

Albert Motorsport