

# Porsche Waterboxer engine repair by Albert Motorsport

Beitrag von „KUNDE“ vom 30. November 2022, 04:44

Dear Albert,

we spoke about the [#conversion](#) on the telephone a few weeks ago about my 3.4 engine with [#bore](#) [#score](#).

I mentioned that the car was in [#Malaysia](#). And I think you spoke about the options of [#reboring](#) and how you

perform this. By the way, I have received the information of how your [#boring](#) is different from others who

do sleeving - I found it on the internet. My car is 1999 c4 (throttle by wire). Just for reference my [#Engine](#)

number [#M96](#)/02 68Y00xxx and chassis WP0ZZZ99ZYS600xxx

I am sending you some [#pictures](#) for your reference of my [#engine](#) of the [#condition](#). The [#conrod](#) [#Bearings](#)

were all worn [#badly](#). I have also thought a lot about your [#comments](#) about the engine vs [#gt3](#).. of course

I would prefer the GT3 engine or at least an engine that [#performs](#) similarly.

Given the limitation of the 3.4 block itself, and the cost of shipping, rebuild in Malaysia, etc. It may be more

[#cost](#) [#effective](#) to buy a [#reconditioned](#) [#engine](#) built by yourself.

In that case, I would prefer to buy either a GT3 or a 3.6 or 3.7 litre engine already reconditioned by [#yourself](#).

As you mentioned, you said that the [#difference](#) is that the normal [#3.6](#) [#engines](#) don't breathe as well.

Let me know if you have any [#engines](#) available. My style of driving is mainly performance road, B Road [#drives](#) -

I have tracked several times but not as often anymore. I love NA engines which rev and have driven a few 991 and 997 GT3s and love the way the engine performs.

Thank you for your time and also advice. I look forward to hearing from you.

Best rgds Txxxx

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