Porsche Waterboxer eingine 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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