Bore scoring symptoms

Beitrag von „Albert Motorsport“ vom 10. Juni 2024, 13:38

Hello Milan,

Ultimately, every Porsche driver fulfills their childhood dream at some point and buys a Porsche. And that's right, because a Porsche is and remains the engine for success and joy!

I don't know your budget, but if it's enough, I would recommend a GT3 or a Turbo. It doesn't matter whether it's a 996 or a 997, because the technology is very similar and the same in many ways.

The GT3 and Turbo vehicles have the advantage of having Mezger engines installed, which can always be repaired without any problems.

Unfortunately, this is not the case with the Porsche types with the modified Boxer - Cayman - Carrera - water boxer.

Depending on oil consumption, these engines develop damage to the cylinder walls and pistons after 50 - 120 thousand km, which can become major problems if not repaired promptly.

We have developed what is probably the best repair method on the market. We are the only company in the world to install cylinders made of chrome-molybdenum steel with lamellar graphite deposits.

We have this steel manufactured specifically for our company and use it to make cylinders for us.

HERE you can see the production process of our cylinders.

We have now converted several hundred engines with this system, which we have been using since 2020.

We have been repairing Porsche water boxers since 2000, first with cylinders made of spheroidal graphite, today with cylinders made of chrome-molybdenum steel without a single new damage.

The more than 1,600 engines we have built so far are proof of impeccable craftsmanship and are based on a sophisticated repair system that we have tested on the racetrack for durability in many applications under the highest stress.

But to answer your initial question... "You can buy a 996 or 997 Carrera today, examine it endoscopically and do further tests. Then it can still happen that one or three months later you have engine damage in the named places."

You can only use high-quality fully synthetic oil as a preventative measure, that is the only thing we recommend to our customers for a long-lasting engine. As we can see, that seems to be the key, because no one in our customer base has had an engine failure so far.

The numerous damages come exclusively from customers outside our customer base and around 20% from customers who have already had repairs carried out on the engines elsewhere... with subsequent, often even greater damage than was the case before.

I don't know your budget, we currently have a few vehicles with engines converted by us in stock. These are usually sold within a few days.

If you have any questions, just get in touch again.

Best regards,
Jürgen Albert