My new 997.1 engine has rubbing in cylinder

Beitrag von „Albert Motorsport“ vom 15. Juli 2022, 07:13

Hello Tim,

You probably won't like my answer very much.

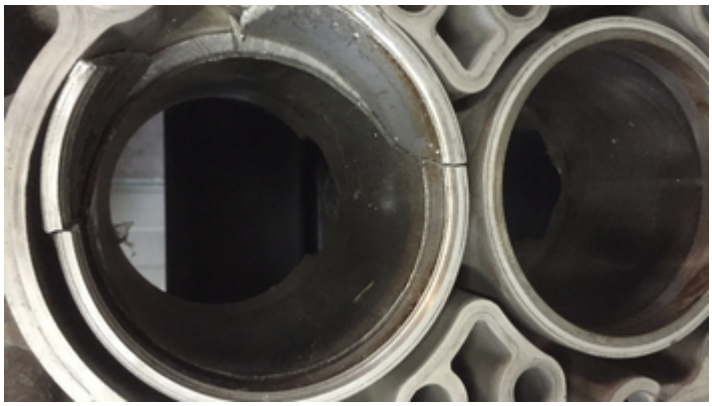
What you describe is the start of renewed engine damage on your Porsche 997.1.

Firstly, there are slight signs of abrasion in the cylinders of these engines, which gradually increase in size.

This is followed by a slight knock at operating temperature, which increases with increasing mileage.

After some time, increased oil consumption sets in, initially with temporary, later more severe smoke formation and discoloration of one or both tailpipes.

We have had several cases where our customers have not noticed the phenomena described above. They always dutifully poured more oil and drove on without worrying or going to a workshop.



Then suddenly, usually when driving on the highway, there is a powerful knock or a very strong clicking from the engine with a subsequent blockage of the engine.

The result is always colossal engine failure.

If you pay attention to the first signs and consult a specialist, you can save yourself a lot of money.

In the case of scratches or heavy running marks in cylinders, there is no way around an overhaul.

We have been doing Porsche engine repairs for 48 years now and have developed a permanently solid repair method for the Porsche Wasserboxer engines.

We simply replace the problematic components completely. Complete means that we mill out the aluminum cylinders and insert nodular graphite cylinders with new pistons.

In recent years, we have almost always combined the repair with an increase in displacement, so that after the damage the customer has increased driving pleasure with a higher mileage.

From a 3.4 liter engine, we can make a 3.7 or 3.9 liter. to build.

From a 3.6 liter engine we build a 3.8 liter engine.

If customers have time and want to get the most out of it, conversions to 4.0 or 4.2 liters are also possible.

So that Porsche series parts can continue to be used, we recommend our customers the 3.8 liter Porsche 997 forged piston variant.

In the many years in which we have been carrying out the work, we have not had a guarantee case or renewed damage to this day. Why? Because it's the best repair method that can be done. Otherwise we would choose a different variant.

I'm happy to answer any questions.

Many greetings

Jurgen Albert