

991.1 GT3 Cup tuning

Beitrag von „Albert Motorsport“ vom 3. Juni 2026, 15:14

Hi Albert

i want to ask some tips what did you recommend to make more faster my 991.1 i have the muffler, i have suspension and the abs that i buy it the last year, i think to make lower the weigh, but i need your recommendations.

Thanks

Sxxxx

Beitrag von „Albert Motorsport“ vom 3. Juni 2026, 15:15

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

Beitrag von „Albert Motorsport“ vom 3. Juni 2026, 15:37

Hello Sxxxx,

You can also take things one step further and convert the engine to full 4.0-liter GT3 R specification.

I have all the required components in stock. For this conversion, we would need both the engine and

the ECU at our facility. We would build and calibrate the engine to maintain a well-balanced and predictable

power delivery, ensuring the car remains as neutral and drivable as possible.

The conversion would include, among other components:

- GT3 R intake system
- Titanium connecting rods

- Lightweight high-performance pistons
- GT3 R cylinder heads
- GT3 R crankshaft
- ECU calibration and optimization
- Various additional GT3 R-specific components

This conversion represents a significant step forward in terms of performance and overall engine specification while maintaining the reliability and drivability required for serious track and endurance use.

Best regards

Jürgen Albert