

McLAREN 675LT · SPIDER

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the McLaren 675LT, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Identity first: Coupé or Spider, build number of the 500, MSO content — chassis data and documentation, never badges.
- ☐ TRACK FILE assembled: track days, brake history, tyre history, suspension revisions — transparency outranks the odometer.
- ☐ Rear-glass status: delamination history, any replacement invoiced — the model's known point.
- ☐ Originality inventory: titanium exhaust, carbon parts, wheels, paint/PPF documentation.
- ☐ 19V141 (Takata) closed by VIN; dealer-system campaigns and updates verified.
- ☐ Hydraulic system history: accumulator replacements, pump work invoiced.
- ☐ Battery regime documented: tender use, standing-time story told honestly.
- ☐ PCCB history: measurements on record, read against the track file.
- ☐ Engine-mount TSB checked where rear noises were ever reported.
- ☐ Carbon structure: accident file read before paint is discussed.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — the LT engine is the robust part, so anomalies count double.
- ☐ Rear screen read in raking light: milky patches, bubbles, clouding at the edges.
- ☐ Titanium exhaust sighted: cracks, hanger condition, weld seams, heat-shield contact.
- ☐ Boost behaviour warm: even delivery, actuator response — the LT-specific check.
- ☐ Hydraulic pump listened for; lift and airbrake cycled — end positions, speed.
- ☐ Windshield read in raking light: chips and stress cracks — thinner glass, sharper doctrine.
- ☐ Suspension: uniball and mount play felt over bumps; damper response.
- ☐ PCCB surfaces and edges; pad picture discussed from measurements.
- ☐ Coolant connectors sighted; level history asked.
- ☐ SSG: cold manoeuvring, launch behaviour warm, clutch temperature logic.
- ☐ Spider: full roof cycles, seals, microswitch behaviour.
- ☐ Battery voltage read; error memory before and after the drive.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: DME, SSG, PCC, IRIS, BCM, TPMS — fault history read, not cleared.
- ☐ Boost log both banks; turbo ACTUATORS function-tested; wastegates checked.
- ☐ Cooling system PRESSURE-TESTED; quick-release connectors inspected.
- ☐ Hydraulic pressure test, pump runtime, accumulator health.
- ☐ SSG adaptation values; launch counters where readable; clutch temperatures.
- ☐ MonoCell and underbody inspected by carbon-competent eyes — track-car standard.
- ☐ Suspension: uniball play measured, geometry printout against spec.
- ☐ PCCB measured (thickness/weight); wear priced against track history.
- ☐ Titanium exhaust inspected at hangers and welds; originality verified.
- ☐ Rear glass professionally assessed on any doubt.
- ☐ Software audit: every module against McLaren's current state; campaign closure by VIN.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€700–1,400 / ≈£600–1,250 / ≈\$750–1,500. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the quiet certainty: the price sits in the track file, the glass, the titanium and the originality.

- ☐ Rear-glass delamination: high four figures — priced, not observed.
- ☐ Titanium exhaust findings: very cost-intensive — hanger fatigue quoted before purchase.
- ☐ PCCB wear: measured and priced (>€10,000 exposure) against the track file.
- ☐ Accumulators due: mid four figures.
- ☐ Suspension revision after track use: itemized by specialist quote.
- ☐ Windshield findings: priced, not hoped away.
- ☐ Originality gaps: sourced and priced — on a 500-car model, parts are not catalogue items.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Track history opaque on a car that shows track evidence.
- Rear-glass clouding dismissed as dirt or tint.
- Non-original exhaust presented without the original system.
- Open Takata campaign on a car presented as sorted.
- Hydraulic pump running constantly, explained away as character.
- Fault memory cleared before viewing, or scan refused.
- Accident history without carbon-structure documentation.
- Long-standing car sold as "low mileage, like new".
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan, software levels, hydraulic pressures, PCCB measurements, geometry printout.
- ☐ Campaign matrix closed; rear-glass and exhaust condition photographed for the file.
- ☐ Battery tender installed, driving cadence planned; purchase file, originality inventory and PPI report archived.

"The 675LT founded the Longtail legend. Buy the track file, the rear glass, the titanium and the originality — the engine is the last thing that will trouble you."

Deep dive: Supercar Models Paper 54 · Model File 54 · Owner's Intelligence series.