

MODEL FILE 116 · McLAREN · SPORTS SERIES LONGTAIL · TRACK BIOGRAPHY

600LT

M838TE · 600 PS · TOP-EXIT EXHAUSTS · COUPE & SPIDER · 2018-2021

THE CAR IN BRIEF

THE MODEL

The Longtail of the Sports Series, 2018-2021, coupe and Spider: the lightweight and track evolution of the 570S (File 52), around 100 kg lighter through carbon body panels, thinner glass, the shortened gearing of intent and the signature TOP-EXIT exhausts over the rear deck. The M838TE 3.8 biturbo V8 at 600 PS (592 bhp) and 620 Nm, the 7-speed SSG, rear drive. The dossier's standing is adopted: one of the strongest drivers' cars of the whole Sports Series, and today its most wanted model. This file closes the register's longest-flagged gap.

THE HONEST FRAME

The 600LT counts among the MOST RELIABLE modern McLarens, per the dossier, and the risks sit exactly where a Longtail's life happens: intensive track use, wear at chassis and brakes, and incomplete service histories. TRACK_USE is a mandatory field, read as biography, not accusation, per the register's File 97 doctrine: events, tyre sets and brake sets are priced, not feared.

POWERTRAIN

M838TE & SSG

The M838TE is fundamentally very robust, with NO documented series problem: checked are turbochargers, oil loss, coolant, engine mounts, boost pressure. LOW in the matrix, turbos MEDIUM purely as the age-and-use item. The 7-speed SSG carries no systematic weakness: shift quality, adaptation values, clutch state, software. MEDIUM as a wear-and-documentation item, with the clutch readout as the number that decides on tracked cars.

CHASSIS, BRAKES & THE TRACK QUESTION

WHERE THESE CARS LIVED

The dossier's most important point, adopted as the file's centre: many 600LT were driven on circuits regularly, and the inspection follows the biography: brake discs, chassis bushings, top mounts, underbody, carbon parts, full axle measurement. The carbon-ceramic brakes are read by state: discs, pads, temperature history, cracks. Track history, ceramics and chassis all stand HIGH in the matrix. Electronics: lift system where fitted, IRIS, drive modes, fault memory, with no model-typical weakness documented.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, CORRECTED
BY REGISTER CHECK

The dossier said no larger model-typical recall series, and the register check sharpens it: TWO US campaigns stand against the 600LT population. 21V561 (2021): the brake assembly banjo bolt could be missing its fluid holes, able to fail the brakes on one corner, inspected and replaced. 23V484 (2023): the joint at the temperature-sensor housing of the outboard radiator hose could seal poorly, coolant loss into the engine bay with fire risk, hose, housing and clamp replaced. Both are answered by VIN, per the register's oldest rule, together with McLaren service campaigns and software updates.

OWNERSHIP & PRIORITIES

What decides, per the dossier: a complete McLaren service history, the track history, and originality, because the original car with honest paper is the collector's 600LT. Priorities: works history, track biography, chassis and brake state, campaign status, gearbox, engine. Provenance: specification and options (the Senna-seat and MSO layers are documented, not assumed), original parts present, accident history complete. Costs sit in track consumables, ceramics, tyres and chassis wear, explicitly not in the drivetrain. Market bands pending the transaction dataset.

~100

Kilograms carved from the 570S: the Longtail recipe, with the exhausts firing over the deck

600

PS (592 bhp) from the M838TE: the calm part of the car, LOW risk by record

2

US campaigns on the fleet (21V561, 23V484): brakes and coolant, answered by VIN

Sources: McLaren works data and model records (600LT 2018-2021, coupe and Spider, M838TE 600 PS = 592 bhp, 620 Nm, SSG 7-speed, ca. 100 kg under the 570S, top-exit exhausts, 570S lineage per File 52); NHTSA campaign records verified: 21V561 (brake banjo bolt missing fluid holes, one-corner brake failure risk, inspection/replacement) and 23V484 (radiator hose temperature-sensor housing joint, coolant leak with fire risk, hose/housing/clamp replaced), correcting the dossier's "none larger" at the documented level; track-wear pattern and reliability standing per dossier. Market bands pending the transaction dataset.