

MODEL FILE 122 · McLAREN · SUPER SERIES LONGTAIL

765LT

M840T · 765 PS · COUPE & SPIDER · 765 + 765 BUILT · 2020-2022

THE CAR IN BRIEF

THE MODEL

The Longtail of the 720S generation: the coupe from 2020, the Spider from 2021, each limited to 765 cars, so up to 1,530 in total, twice the 675LT's 500 plus 500, a distinction the register records rather than blurs. The M840T 4.0 biturbo V8 with dry sump at 765 PS (755 bhp) and 800 Nm, the 7-speed SSG with shorter final drive, rear drive: 0-100 in 2.8 s, 0-200 in 7.2 s, 330 km/h. Weight is the programme: 1,229 kg dry minimum and 1,339 kg DIN for the coupe, around 1,388 kg DIN for the Spider (+49 kg), carved through carbon panels, the quad titanium exhaust (about 40 percent lighter than steel), thinner glazing, reduced insulation, forged wheels with TITANIUM bolts, and up to around 25 percent more downforce than the 720S with the active Longtail wing. Fields: COUPE_OR_SPIDER, BUILD_NUMBER, FACTORY_MSO_SPEC, CLUBSPORT, ROOF_SCOOP.

THE HONEST FRAME

The dossier's map is adopted unchanged: the powertrain is not the risk, the LIFE is. Track biography stands HIGH PRIORITY per the register's File 97 doctrine, read as biography, not accusation: the car shipped on Trofeo R rubber with Senna-seat and Clubsport packages on offer, and it was bought to be used. The money sits in the carbon structure and aero, the CCM-R brakes, the chassis hydraulics, the battery discipline and the update state. The most critical cars: low-mile examples without updates, hard-tracked cars without documentation, aftermarket-tuned cars (ECU, downpipes, turbos: collector grade drops hard), and splitter or underbody repairs without a carbon record.

POWERTRAIN

M840T & SSG

The M840T is the 720S engine family in its sharpest calibration: specific pistons and drive components, optimised fuelling, LT exhaust and reworked charge cooling. NO documented 765LT-wide series of bottom-end, cylinder or timing failures: core LOW OBSERVED. One watch item, kept with formulation discipline: single owner reports of limp modes, turbo-inlet trouble and sporadic warnings exist, carried as OWNER EXPERIENCES, not a series: TURBO SYSTEM = MEDIUM / MONITOR, answered by the full scan, not the forum. The SSG carries no 765LT-specific failure series (LOW/MEDIUM as wear and documentation), with LIMIT DOWNSHIFT as the LT detail: a requested downshift executes only once the engine cannot overrev. Checked: adaptations, D/R cold and warm, shift times, temperatures, faults, leaks. The titanium exhaust is checked for cracks, mounts and heat damage, and the ORIGINAL system matters for collector grade.

THE REAR-WINDOW RECALL

24V901, AND THE FIX THAT COUNTS

The fleet's one campaign, verified in full: NHTSA 24V901 / McLaren 2024/002, MY2021 765LT COUPES from production 3 August 2020 to 19 May 2021, 163 US cars, estimated defect rate 100 percent. The rear cabin panel is polycarbonate bonded to a frame: under high aerodynamic load, especially at speed with the side windows open, the bond can release, up to full detachment of the panel from the car. Coupes with the FACTORY ROOF SCOOP are exempt, because the scoop adds a mechanical connection. The remedy history is the register's point: McLaren first issued a TEMPORARY adhesive reinforcement (with interim guidance against track use and against speeds above ca. 155 km/h with windows open) and then the PERMANENT fix, mechanical fastenings at each corner of the panel, with final parts from around late September 2025. A closed recall entry is therefore not enough: FINAL_MECHANICAL_FIX_INSTALLED is its own field, and the temporary measure does not close it. Fields: 24V901_STATUS, FACTORY_ROOF_SCOOP, REAR_POLYCARBONATE_PANEL. CRITICAL on coupes, not applicable to Spiders, and no further 765LT campaign stands to September 2026.

CHASSIS, AERO & THE TRACK QUESTION

WHERE AN LT LIFE HAPPENS

Proactive Chassis Control II with hydraulically linked dampers: springs about 20 percent stiffer, the nose about 5 mm lower, wider front track: excellent and EXPENSIVE. Lines, accumulators, dampers, unions and pressure hold are checked, hardest on tracked cars with kerb and lift use. CHASSIS HYDRAULICS = HIGH COST EXPOSURE, and a lift that "works sometimes" is not accepted. Brakes are CCM-R, 6-piston monobloc front, 4-piston rear, Senna parts via Clubsport: read by surface, chips, edges, mass and heat cycles. HIGH COST. Wheels: inner barrels and hairline cracks on every tracked car, titanium bolts torqued, Trofeo R by DOT and heat cycles. The Monocage II cell has no systemic weakness, and the economics of damage are the point: sills, underbody, jacking points, crash structures, splitter, diffuser, floor and louvred fenders are walked, because track cars touch the ground and carbon repairs without documentation move a car out of collector grade.

SPIDER, ELECTRONICS & OWNERSHIP

SPIDER & THE BATTERY RULE

The Spider's one-piece carbon RHT cycles in about 11 seconds each way, operable to 50 km/h, with NO Spider-specific failure series: multi-cycle test, position sensors, latches, window sync, seals and water traces regardless. The classic McLaren battery rule applies hard on the 765LT: undervoltage writes lift, aero, gearbox and engine ghosts, so 12V_BATTERY_SOH and conditioner use are mandatory fields.

ELECTRONICS, SERVICE &
MSO

IRIS is clearly better than early 720S years and still function-tested with cameras and Track Telemetry; oversensitive parking sensors and alarms are documented quirks, tested, not feared. Ownership: full McLaren dealer or specialist history expected, because software updates, campaigns, track fault history and chassis diagnosis live in the McLaren system; fluids and PCC per plan with track intervals shortened sharply. Cost drivers: Trofeo R, CCM-R, chassis hydraulics, carbon aero and body, the titanium exhaust: the powertrain is not the bill. The MSO layer (roof scoop, carbon packs, Senna seats, Clubsport and Clubsport Pro, harness bar, Track Telemetry, engine window) belongs on the build sheet, and ORIGINAL_MS0_SPEC is value-relevant. Market bands pending the transaction dataset.

OWNERSHIP CONTEXT
2025-2026

Recorded in the file as market intelligence, not as PPI material, per the dossier. McLaren Automotive was taken over by CYVN Holdings (Abu Dhabi) in late 2024 and merged with Forseven in 2025; the owner group holds a major Nio stake and Gordon Murray Technologies, and a roughly £450 million investment with around 1,000 UK jobs at Woking was announced in September 2026: for ownership, a broader industrial base behind aftersales and parts. The model range will widen beyond the two-seat supercar: an SUV is EXPECTED / INDUSTRY REPORTED, not a confirmed production model. On propulsion, the CEO stated in April 2026 that a pure EV comes only when customers demand one, and the models planned to 2030 all carry a combustion engine, with hybridisation growing. The register's historical placement, no value forecast attached: the 765LT stands as a limited, pre-CYVN, non-hybrid Longtail, one of the final pure-ICE expressions of McLaren's original modern road-car architecture.

765/765

Coupes and Spiders built, up to 1,530 in total: twice the 675LT run, recorded, not blurred

163

US coupes in recall 24V901: the FINAL corner fastenings count, the temporary adhesive does not

~25

Percent more downforce than the 720S: the track biography is this file's centre of gravity

Sources: McLaren works data and model records (765LT coupe 2020, Spider 2021, 765 each; M840T 3,994 cc, 765 PS = 755 bhp, 800 Nm, dry sump; SSG 7-speed, shorter final drive, limit downshift; 2.8 s, 7.2 s to 200, 330 km/h; 1,229 kg dry / 1,339 kg DIN coupe, ca. 1,388 kg DIN Spider; PCC II ca. +20 percent springs, ca. -5 mm front; CCM-R 6/4 piston, Senna options via Clubsport; titanium exhaust ca. -40 percent; ca. +25 percent downforce; RHT ca. 11 s to 50 km/h). NHTSA record verified: 24V901 / McLaren 2024/002 (MY2021 coupes, production 3 Aug 2020 to 19 May 2021, 163 US cars, 100 percent estimated defect rate, polycarbonate rear panel bond, roof-scoop exemption, temporary adhesive then permanent corner fastenings from ca. late Sep 2025); no further 765LT campaign to Sep 2026. Turbo-inlet and limp-mode reports carried as owner experiences, not a series, per formulation discipline. Ownership context per documented reporting (CYVN takeover, Forseven, ca. £450m Woking investment, ICE-led plan to 2030). Market bands pending the transaction dataset.