

MODEL FILE 54 · SUPER SERIES · McLAREN · THE FIRST LONGTAIL

McLAREN 675LT · SPIDER

M838T LT 3.8 BITURBO · 675 PS · 2015–2016 · 500 + 500 CARS

THE MODEL IN BRIEF

THE FAMILY

675LT Coupé (2015–16, 500 cars) and 675LT Spider (2016, 500 cars) — both practically sold out at market launch, and today among the most coveted modern McLarens. The first modern LONGTAIL — and expressly NOT a 650S-plus: around a third of the components are new, roughly 100 kg lighter, titanium exhaust, larger turbochargers, distinctly more aggressive aerodynamics, and a much harder chassis tune. LIMITED_BUILD_NUMBER and COLLECTOR_GRADE carry the collector weighting: the file runs as a track-special with collector rules, not a halo file — the cars trade, but they trade on their files.

ENGINE & GEARBOX

M838T LT: 675 PS — the name is the output. Forged internals, larger turbochargers, revised calibration: the core remains decidedly robust — no known systematic weakness in crankshaft drive, rod bearings, timing chains or pistons. Register classification: ENGINE = VERY LOW RISK. The LT-specific check: the TURBOCHARGER ACTUATORS — targeted at every PPI, alongside boost, wastegates and oil traces. SSG: hardware very robust — adaptation values, launch history, manoeuvring, clutch temperatures.

WHY IT MATTERS

The register adopts the dossier's verdict: the 675LT FOUNDED the Longtail reputation — the 650S marks the maturity of the first Super Series, the LT turns it into a legend. Engine, gearbox and MonoCell are extraordinarily robust: the PPI lives on track history, originality, the hydraulic system, the titanium exhaust, the rear-glass story and a complete McLaren file.

THE LT POINTS

TRACK HISTORY · CRITICAL

The most important difference to the 650S, graded CRITICAL in the risk matrix: many LTs were driven on track, on semi-slicks, braked hard, aligned repeatedly. Documented: track days, brake history, tyre history, suspension revisions. The doctrine carries from the register's GT files: a TRANSPARENT history outranks a low odometer — a tracked LT with a clean file prices as a good car, a "garage queen" with gaps is the actual risk profile.

REAR GLASS · THE KNOWN
POINT

One of the model's best-known issues: on early cars the laminated REAR SCREEN over the engine bay can DELAMINATE — milky patches, bubbling, clouding. The only durable fix is replacement, and parts were at times only limitedly available: REAR_GLASS_STATUS is a mandatory field, the screen is read in raking light at every viewing, and a replacement invoice is a positive datum (high four figures).

TITANIUM EXHAUST &
COOLING

The signature component, checked as one: cracking, mounts, weld seams, heat shields — specialists now report FATIGUE at hangers and fixings from the high thermal load: original system present and sound is an originality AND a cost item (replacement very expensive). Cooling: the plastic QUICK-RELEASE CONNECTORS and coolant lines age — pressure test at every PPI, connectors inspected: a known Super Series age pattern, sharpened by LT heat cycles.

HYDRAULICS, AERO &
CHASSIS

As on the 650S: accumulators (now a plannable wear part, mid four figures), hydraulic pressure, front lift, airbrake — end positions, calibration, hydraulics. Chassis: distinctly harder than the 650S — uniball bearings, wishbones, top mounts, dampers: track use accelerates the wear, and the revision history belongs in the file. PCCB practically standard: surface, chipping, heat cracks, pad picture — read against the track history, measured, never eyeballed. Windshield: the thinner lightweight glass is MORE susceptible to stone chips and stress cracks than the 650S's — same doctrine as File 52, sharpened.

ELECTRICS, SPIDER &
SOFTWARE

The marque themes: battery voltage, fault memory, TPMS, IRIS II — standing time causes more findings than mileage, tender mandatory. Spider: roof mechanism, hydraulics, seals, microswitches — fundamentally reliable, checked regardless: the Coupé carries the stiffness and collector focus, the Spider the touring focus, per the dossier's split. Software: engine, gearbox, IRIS, BCM — current state documented.

ORIGINALITY & FACTORY ACTIONS

ORIGINALITY

Very important on a 500+500 car: original titanium exhaust, original carbon parts, original wheels, MSO components documented, paint and PPF history. On an LT the originality file and the track file are read TOGETHER — a tracked car with original hardware and invoices beats a modified car with neither, at any odometer reading.

THE RECORD · VERIFIED

The dossier's §19 verifies: the US record carries ONE formal campaign — 19V141, the TAKATA passenger-inflator recall (2015–16 675LT within McLaren's 2,792-car action, letters from March 2019). VIN-dependent service campaigns and technical updates live below the threshold in the dealer system — and for noises or vibrations from the rear, McLaren service instructions exist for checking ENGINE-MOUNT and bracket components: a TSB layer, not a recall, checked at the PPI. The VIN query is mandatory and doubles as the update audit.

MARKET POSITION & COST FRAME

STATUS

The modern-collector end of the Super Series: limited, instantly sold out, and the Longtail origin story attached. Coupés lead the collector demand, Spiders trade on rarity and the open-air premium: originality, the rear-glass status and the track file rank the cars. Bands follow the transaction dataset in the usual round — with auction results increasingly relevant at the top of the fleet.

COST FRAME & MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €3,000–5,000 · major service €6,000–10,000 · titanium exhaust very cost-intensive · PCCB over €10,000 · accumulators mid four figures · rear screen high four figures. Maintenance doctrine: annual oil, battery on a tender, regular movement, brake fluid more frequently under track use, coolant pressure test at service.

1/3

Of the components new against the 650S: the LT was never a 650S-plus

500+500

Coupés and Spiders — sold out at launch: the collector weighting is structural

LT

The Longtail reputation starts here: track file and originality read together

Sources: McLaren factory data (M838T LT 675 PS, forged internals, larger turbos, ~1/3 new components, ~100 kg, titanium exhaust, 500+500 build); NHTSA record verified September 2026 — 19V141 (Takata passenger inflator, 2015–16 675LT within the 2,792-car action, letters Mar 2019) as the sole formal US campaign, engine-mount/bracket service instructions and VIN campaigns below threshold; rear-glass delamination, exhaust-hanger fatigue, coolant quick-connector, accumulator, windshield and standing-time patterns per the dossier and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.