

MODEL FILE 55 · SUPER SERIES II · McLaren · THE M840T GENERATION

McLAREN 720S · SPIDER

M840T 4.0 BITURBO · 720 PS · 2017–2023 · MONOCAGE II · PCC II

THE MODEL IN BRIEF

THE FAMILY

720S Coupé (2017–23) and 720S Spider (2019–23, Monocage II-S) — the complete replacement for the 650S, and the debut of three architectures at once: the 4.0-litre M840T, the Monocage II carbon structure, and ProActive Chassis Control II, which lifted both comfort and dynamics distinctly over the first Super Series. The Monocage II itself counts as extremely robust: the standard carbon protocol applies — accident truth, underbody, jacking points, repairs, delamination.

ENGINE & GEARBOX

M840T: 4.0 biturbo, 720 PS — the name is the output. To this day NO known systematic weakness in crankshaft drive, rod bearings, timing chains, pistons or crankcase: ENGINE = VERY LOW RISK. The one field note: occasionally CRACKED TURBO INLETS are described — above all on power-increased cars: stock vehicles are distinctly quieter, and TURBO_INLET_STATUS is a field precisely because the tuning question decides it. SSG: very robust, no known hardware weakness — adaptation values, launch history, manoeuvring, clutch behaviour.

WHY IT MATTERS

One of the most technically impressive series McLarens, and the transition to the modern M840T generation. The register adopts the dossier's Fazit: the mechanics are very robust — the real PPI themes are the hydraulic accumulators, the software states, the RECALL STATUS of the fuel and brake systems, and the known aging of individual ancillaries. Late-production cars, or early cars with fully documented updates, are today distinctly more mature than the reputation the first build years created.

THE SUPER SERIES II POINTS

PCC II & ACCUMULATORS

The best-known wear theme of the model: the HYDRAULIC ACCUMULATORS. Symptoms: harsher ride, frequently running pump, error messages, an unsettled car. The decisive fleet fact: from later production years REVISED accumulators were fitted, and many early cars have already been converted — so ACCUMULATOR_STATUS records not just health but GENERATION (≈€4,000–6,000 when due). Pump behaviour at standstill remains the tell, as on every McLaren of the era.

SOFTWARE & ELECTRONICS

The early build years carried NUMEROUS software campaigns: the software state is one of the most important checks of the whole file. PPI: every control unit — BCM, engine, gearbox, driver display — plus fault memory before and after the drive. The infotainment is distinctly better than IRIS II: display, Bluetooth, navigation, camera, software checked regardless. Battery: the marque doctrine — avoid standing, tender mandatory, many "faults" are low system voltage.

AERO, LIFT & CHASSIS

Active aero: airbrake calibration, end positions, hydraulics. Front lift (optional): cycled several times, cold and warm, tightness (€2,500–5,000 repairs). Chassis: wishbones, bearings, dampers, alignment — track cars examined closely, though track use is less frequent than on the 675LT: the track file is documented all the same (track days, brakes, tyres, revisions).

GLASS, SPIDER & ORIGINALITY

The GORILLA-GLASS ROOF (where fitted): stress cracks, stone chips, delamination — several owners report crack formation, and replacement runs high four to five figures: GORILLA_GLASS_STATUS is a field, the roof is read in raking light. Spider: roof mechanism, hydraulics, seals, microswitches — fundamentally reliable. Originality: MANY cars were power-increased — ECU tuning, downpipes, exhausts checked against factory state (ECU_FACTORY), and the turbo-inlet note above makes the tuning question a mechanical one, not just a paperwork one.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECORD

The dossier's §19 verifies — and gains a fresh entry. 20V231 (Apr 2020): the NVH FOAM PAD beneath the fuel tank can retain moisture and CORRODE THE TANK — fuel-leak and fire risk: 2016–20 720S (with Senna, GT, 570GT): pad removed, tank inspected and replaced where corroded — the dossier's fuel-system story, confirmed. 21V561 (Jul 2021): the brake BANJO BOLT may be missing its drilled holes — one-corner brake failure: 2019–20 720S (with 570S, GT, 600LT). And NEW to the record: 25V216 (Apr 2025): BRAKE LINES may be ROUTED INCORRECTLY, so the brakes on the WRONG SIDE activate — rear-wheel lockup possible: 2020–25 720S alongside 600LT, Artura, GT and GTS — recent enough that even late cars need the completion check. Beneath the threshold: the numerous software campaigns of the early years and the technical service bulletins (airbrake, chassis, software, line routing). The VIN query is obligatory — on the 720S it covers fuel, brakes and the update biography at once.

MARKET POSITION & COST FRAME

STATUS

The core of the modern used-McLaren market: fast, plentiful by supercar standards, and sorted by documentation — late cars and updated early cars against standers and undocumented tuning builds. A regularly driven 720S with complete history is, per the dossier and long-term owners, often LESS trouble in the market than an extremely low-mileage garage car. Bands follow the transaction dataset in the usual round.

COST FRAME &
MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €2,500–4,000 · major service €5,000–9,000 · accumulators ≈€4,000–6,000 · PCCB over €10,000 · front lift €2,500–5,000 · Gorilla roof high four to five figures. Maintenance doctrine: annual oil, battery on a tender, regular use, software kept current, accumulators monitored.

M840T

The new generation: VERY LOW RISK — the 720S file does not live in the drivetrain

3

Verified US recalls — tank pad, banjo bolt, brake routing: the 2025 one is fresh

2

Accumulator generations: the revised parts closed the known theme — the field records which is fitted

Sources: McLaren factory data (M840T 4.0/720 PS, Monocage II/II-S, PCC II, family structure 2017–2023); NHTSA record verified September 2026 — 20V231 (NVH foam pad/fuel-tank corrosion, 2016–20 720S with Senna/GT/570GT), 21V561 (brake banjo bolt, 2019–20), 25V216 (brake lines routed incorrectly → wrong-side activation, 2020–25 720S with 600LT/Artura/GT/GTS, Apr 2025), software campaigns and TSBs below threshold; accumulator-generation, turbo-inlet, Gorilla-roof, battery/standing and tuning patterns per the dossier, owner reports and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.