



600LT

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600LT Spider

600LT Coupe

Brace yourself for that moment. When it's just you. And the car. Raw and uncompromised. A stretch of tarmac ahead. Calling you. Total focus. Pure adrenaline. This is the moment to push yourself. To the very edge of your ability.

This is the McLaren 600LT.



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The Longtail legend

Before the 600LT models, only three McLarens in history have earned the Longtail status.

The first was a track evolution of our earliest road car - the 1997 McLaren F1 GTR Longtail. A machine that took first place in five of the GT Championship's 11 races. And crossed the line at Le Mans with its purpose-built track rivals trailing 30 laps behind.

There was no single facet to the car's success. But its most distinctive, enduring feature was the extended rear... the long tail. It reduced drag. Boosted downforce. And gave rise to a legendary design and engineering ethos.

Fast-forward 18 years. Two new Longtails are born. Inspired by the F1 GTR's track heroics, the 675LT and 675LT Spider hit the road. They recalled the original Longtail's iconic profile and brought pared-back performance to modern McLaren road cars. They also drew acclaim from every driver who sat behind the wheel. And more than a few gasps from the people they passed by.

Power ahead to the present day and welcome two further members to the McLaren Longtail family. Cars that share the same spirit as their predecessors. That push McLaren engineering to the maximum. And that strip away every obstacle to performance.

The 600LT... Longtails to uphold the legend.



1997

The LT legend is born with the McLaren F1 GTR Longtail and its incredible track performances

2015

The Longtail marque is resurrected for the road as two ferocious 675LT models raise pulses across the automotive world

Today

The 600LT unleashes the spirit of the Longtail once more - taking drivers to the edge in Coupe and Spider formats



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Pared back. Pumped up.

Design philosophy. For the 600LT it's simple. Focus on pure driving exhilaration. And nothing more.

Reduced weight. It starts here. We asked ourselves... what's the absolute lightest we can make a road-going car? What can we strip away? And what can we reconstruct in super-light carbon fibre?

Increased power. For amplified thrill levels. Tuned engine technology takes ferocious McLaren punch and gives it even more bite.

Optimised aerodynamics. A new, radical profile. With a longer body. And a lower, wider stance. Extreme downforce melds car and road.

Track-focused dynamics. Expanding the realms of possibility, so you can drive harder. Faster. And reach new limits of performance.

Enhanced driver engagement. Shapes the feeling you get behind the wheel. Delivering unprecedented feedback. And connecting you to the road like nothing else.

LT is raw-form engineering and design. For drivers who want to push themselves to the edge of their limits. Then punch past them.

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600LT Coupe

Take it to the edge. And beyond.

We pushed limits to create the 600LT. Weight. Powertrain. Aerodynamics. Cooling. Cockpit. No element escaped the LT's evolution.

But a true Longtail is more than the sum of its (meticulously engineered) parts. It exists to heighten driver engagement. To give intense feedback through every control. To dilate your pupils. Whiten your knuckles. And make your hairs point to the heavens.

To understand Longtail - to understand the 600LT models - is to understand this feeling.

The rumble and spit of the top-exit exhaust. The G-force kick of the Inertia Push gearbox. The flash of blue flame in the rear-view mirror as you stomp the throttle. The push, pull and pitch of relentless power. When accelerating. Braking. Cornering.





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600LT Spider

600LT Coupe

Making 'light' even lighter

Each 600LT model is built around a super-lightweight carbon fibre monocoque. This is the starting point for every road-going McLaren. And it's been that way since we introduced the technology to the automotive world.

The MonoCell II weighs just 75 kg. It's super strong. Super stiff.

But that's just the start. Because the 600LT also features thinner glass to save weight. It has some of the nimblest wheels ever fitted to our cars. And a lightweight, short exhaust - inspired by the McLaren Senna. Add lighter engine camshafts. Lighter double-wishbone suspension. Lighter brake callipers. And a generous array of carbon fibre components both inside and out - you get the picture.

The results are dramatic. The 600LT Coupe weighs 96 kg less than the 570S Coupe. And the 600LT Spider is far and away the lightest convertible in its class.

This is how we unlock performance worthy of the Longtail name.

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600LT Coupe

Welcome to the powerhouse

Don't doubt it. 600PS and 620Nm torque leaves everything else far behind. The story of the 600LT powertrain is one of a focus on necessity...

So its engine may already have been one of the lightest and most efficient high-performance engines in production. But we made it even more responsive (because there's less load).

Our latest LT also integrates two McLaren technologies from the 675LT, its predecessor. The first is Inertia Push. This harvests kinetic energy from the flywheel to unleash extra torque as the next gear is engaged. And feeds you continuous, urgent acceleration with every upshift.

And the second? Ignition Cut - a momentary break in fuel supply during shifting that creates a faster change. Not to mention a dramatic crack from the top-exit exhaust... a thunderclap of pure power.





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600LT Spider

600LT Coupe

Relentless performance

2.9 seconds. That's all it takes.

In roughly the time you'll need to say the words, the 600LT has already reached 62 mph.

And it's just getting started. At barely a shade over the 8 second mark, the car is already tearing along at 124 mph.

Keep the pedal down to reach top speed and both models will surpass 200 mph.

This is stunning straight-line speed.

It comes from the beating heart of the 600LT models - a race-derived McLaren 3.8L twin-turbocharged V8 engine. Adapted to deliver an extra 30PS of power and 20Nm of torque.

Don't worry. Your pulse will return to normal.

Eventually.

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600LT Spider

600LT Coupe



Extreme to the core

The LT ethos runs more than skin deep. Beneath its tightly sculpted form, the 600LT models live up to this extreme reputation.

Stopping power. It comes from our latest-generation lightweight braking system. A technology developed for the groundbreaking McLaren 720S. That uses carbon-ceramic discs and pads. With brake-booster technology from the mighty McLaren Senna. Which all means the 600LT stops fast. Very fast.

Corner crunching. Stiffer, race-optimised suspension and a wider front track. Plus an electro-hydraulic steering rack with a 4% faster ratio. These enhancements are central to the feel of the 600LT models. They give keener front-end responses and more feedback to the driver. Alongside less squat and roll under heavy braking and cornering. For sharper, faster turn-in.

Gripping thrills. Bespoke, high-performance tyres plant the 600LT on the road. Like it's put down roots. And the Pirelli P ZERO™ Trofeo R's softer sidewall gives enhanced grip levels - even on suspect surfaces. And because they're wrapped around Ultra-Lightweight forged alloys they have less un-sprung weight. Which, put simply, helps to unleash even more punch.

Born for the track. Let loose on the road.

The Active Dynamics Panel. Think of it as your in-car race engineer. Just let it know your appetite for exhilaration. Choose Normal, Sport or Track mode. Then feel it change the whole driving dynamics of your car.

Active dampers transform the 600LT's suspension. Normal is optimised for road driving. Giving you track-focused LT thrills on even the most unforgiving surfaces. Switch to Sport for reduced body roll and even more engagement. Or up the ante with Track mode to activate the full racing experience. Stiffer suspension. Uncompromising performance.

The transmission setup changes, too. Switch from Normal to Sport to unlock Ignition Cut. And feel the unique drama of booming gear changes. Select Track mode and Inertia Push comes alive. For finding that extra edge.

And that's not all. The Electronic Stability Control (ESC) system is also at your fingertips. So you can fine tune your way in and out of corners. Whether you like a touch of drift. Or full stability for maximum speed.

But what's performance without progress? Both 600LT models comes with McLaren Track Telemetry as standard. So you can record every apex. Every lap. Every pump of the throttle. And every stamp on the brake. In numbers. And in video from the optional on-board cameras.

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600LT Coupe

600LT The edge is calling

Aesthetics and aerodynamics. Form and function. In the 600LT Coupe they share a symbiotic relationship. Each shapes the other. At the innovative edge.

Take the 47mm extended rear profile. It's a lot more than an elongated silhouette. It allows the carbon fibre fixed wing to be placed further back. Which forces passing air to boost downforce to 100 kg at 155 mph. That means more grip. Better high-speed stability. Extra exhilaration.

The 600LT Coupe is also longer at the front. And lower too. An extended carbon fibre front splitter diverts air to drive the nose down. While headlight vents grab cooling air to take the heat off the brakes. No matter how hard you drive.

The body itself is a work of aerodynamic artistry. From the enlarged side air intakes that feed cool air to the wild powertrain. To the rear bumper fins that clean airflow in the wake. All sculpted in minimal carbon fibre. Naturally.

But the boldest move of all? The McLaren Senna-inspired top-exit exhaust. Freed from the rear bumper, it enables a more shrink-wrapped aesthetic. Tighter. Leaner. Meaner. For optimised aerodynamic performance. And a rarefied roar.

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600LT Spider

600LT Coupe

600LT Spider The edge. Amplified.

The 600LT Spider takes all the potent and extreme ingredients that make the 600LT Coupe uniquely addictive. Then amplifies the experience. Seamlessly. With the press of a button.

In less than 15 seconds, the ultra-light carbon fibre Retractable Hard Top is stowed underneath its tonneau cover. Now, there's nothing between you and the howl and crack of the top-exit exhaust. Nothing blocking out the rush of fresh air. Or the sunshine. Every sensation that makes driving an LT so unforgettable is more vivid than ever.

LT to its core. The 600LT Spider is based on the same light, super-strong carbon fibre MonoCell II chassis as the Coupe. So there's no extra stiffening required to maintain the heart-pumping balance of performance, agility and ride comfort.

The radical, performance-focused aerodynamic package is unchanged. The lowered stance and wider front track exude menace. The ultra-lightweight forged alloy wheels are ready to be unleashed on track.

Compromise has no place to hide. LT has a new chapter.





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600LT Spider

600LT Coupe

Just you. The car. And your limits.

The focused cockpit of the 600LT models is free from excess weight. Devoid of distraction. And unshackled from anything that gets in the way of the drive.

That means no sat nav. No glovebox. Less weight. We even removed the carpets. So you're faced with the car's raw carbon fibre shell.

But an LT interior is not defined by what's been taken away... What really gives it the edge are the things that replace those little luxuries. Like Super-lightweight carbon fibre racing seats - first seen in the McLaren Senna. And a 12 o'clock marker on the steering wheel - so you can gauge its position even in the heat of battle. Plus extensive use of lightweight Alcantara®.

It's not simply about saving weight, however. Brace yourself behind the wheel of a 600LT and your mind clears. Your senses sharpen.

This is a track-focused cockpit. A pure distillation of performance driving.

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600LT Spider

600LT Coupe

Bordering on obsession

Precision. It flows through every aspect of our cars. And every element of the McLaren Technology Centre (MTC) in Woking, England. Here, each 600LT is hand-assembled right alongside our Super and Ultimate Series cars.

It's a tranquil environment here at MTC. Where creativity and excellence thrive. These are attitudes shared by all our engineers, designers and production teams. And they are qualities that run through every detail of each car we make.

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MSO

The art of the possible

Own it

You don't just own a McLaren. You make it your own. McLaren Special Operations (MSO) offers customers unprecedented levels of choice to customise their cars. The interior. The exterior. The power output. And more.

This isn't about improving on perfection. Or simply adding extras for the sake of it. No, MSO is focused on creating unique driving machines. Cars that are crafted specifically around the needs, tastes and vision of our customers.

This can mean subtle visual highlights. But it can also mean going beyond the extraordinary. Transforming McLaren cars to realise a specific dream. As long as it's road legal, it can be done.

Talk to the team. And create a McLaren 600LT that's alive with your personality.

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Stay at the edge

Let's face it. A McLaren is no ordinary car. So you'll probably want to give it extraordinary levels of care. Fortunately, our Retailers offer a unique service. In fact, they apply the same meticulous standards to maintaining McLaren cars that we use to build them, here at MTC.

They know full well you bought a 600LT to drive it. So they'll always aim to get you back on the road as quickly as possible. Which is why they offer flexible servicing and genuine McLaren parts.

The 600LT needs to be serviced every 10,000 miles (15,000km) or after 12 months if that comes sooner. Every new McLaren is covered by our 36-month warranty and, in most areas, McLaren Roadside Assistance. In certain markets, you can also choose to extend your standard warranty for even greater peace of mind. Helping you and your 600LT enjoy a very long, very happy relationship.





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600LT Coupe

The car is just the start

Owning a McLaren is a bit different. It's about more than just having a car that keeps you coming back for more.

It opens up the chance to interact with our team and other McLaren owners. To be part of a club of like-minded enthusiasts. And to get more from your McLaren than you ever thought possible.

That's because we offer driving and lifestyle events right across the globe... from the challenging to the chilled. After all, your 600LT might eat up the road. But on the track, it's set free.

Hone your skills with professional coaching on the world's most iconic racing circuits. Get some slide time driving on ice. Or go for the more leisurely approach and join one of our scenic driving tours. And, of course, you'll have exclusive chances to buy VIP access to selected world-class motorsport events.

Interested? Head to cars.mclaren.com/experiences to explore.

600LT Coupe

Technical highlights

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600LT Coupe

Engine configuration

M838TE 3.8L (3,799cc) twin-turbocharged V8 engine

Drivetrain layout

Longitudinal mid-engined, RWD

Transmission

7-speed SSG. Normal, Sport and Track modes

Suspension

Independent adaptive dampers, dual aluminium wishbones.

Normal, Sport and Track modes

Steering

Electro-hydraulic; power-assisted

Brakes

Front: 390mm carbon-ceramic discs, 6-piston aluminium calipers

Rear: 380mm carbon-ceramic discs, 4-piston aluminium calipers

Power and Performance

Maximum Power PS (BHP) (kW)600 (592) (441) @ 7,500rpm

Maximum Torque Nm (lb-ft)620 (457) @ 5,500-6,500rpm

0-100 km/h (0-62 mph)2.9 seconds

0-200 km/h (0-124 mph)8.2 seconds

0-300 km/h (0-186 mph)24.9 seconds

0-60 mph2.8 seconds

0-400 metres (1/4 mile)10.4 seconds

Stopping Distance: 100-0 km/h (62-0 mph) ...31 metres (102 feet)

Stopping Distance: 200-0 km/h (124-0 mph) 117 metres (384 feet)

Weight

V Max km/h (mph)328 (204)

DIN Kerb Weight [fluids + 90% fuel]1,356 kgs (2,989 lbs)

Curb Weight, USA [fluids + 100% fuel]1,358 kgs (2,994 lbs)

Dry WeightBase: 1,261 kgs (2,780 lbs)

Dry WeightMinimum: 1,247 kgs (2,749 lbs)

Weight DistributionFront: 42.5%

Weight DistributionRear: 57.5%

Dimensions

Vehicle Length4,604 mm

Vehicle Width, with mirrors2,095 mm

Vehicle Width, with mirrors folded2,045 mm

Vehicle Width, Door Open: single (both)2,664 mm (3,233 mm)

Vehicle Height1,194 mm

Vehicle Height, Door Open1,973 mm

Overhang, Front : Rear1,102 mm : 825 mm

Wheelbase2,670 mm

Track Front (Contact Patch Centre)1,680 mm

Track Rear (Contact Patch Centre)1,591 mm

Ground Clearance92 mm

Ramp Angle degrees (with vehicle lift)6.1 (10.3) degrees

Break Over Angle5.2 degrees

Departure Angle12.0 degrees

Wheel Sizes - Front:19 x 8.0J inches

Wheel Sizes - Rear:20 x 11.0J inches

Tyre Sizes Inches - Front:225/35/R19 inches

Tyre Sizes Inches - Rear:285/35/R20 inches

Turning Circle12.1 metres

Steering Wheel Turns - lock to lock2.44

Luggage Capacity - Front:150 litres

Efficiency

EU NEDC

CO2 Emissions266 g/km

Fuel Efficiency: High16.3 L/100km (17.3 mpg)

Fuel Efficiency: Extra-high9.1 L/100km (31.0 mpg)

Fuel Efficiency: Combined11.7 L/100km (24.1 mpg)

EU WLTP

CO2 Emissions: Low508 g/km

CO2 Emissions: Medium284 g/km

CO2 Emissions: High229 g/km

CO2 Emissions: Extra-high225 g/km

CO2 Emissions: Combined277 g/km

Fuel Efficiency: Low20.9L/100km (13.5 mpg)

Fuel Efficiency: Medium12.6L/100km (22.4 mpg)

Fuel Efficiency: High9.8L/100km (28.8 mpg)

Fuel Efficiency: Extra-high10.8L/100km (26.2 mpg)

Fuel Efficiency: Combined12.2 L/100km (23.2 mpg)

USA EPA

Fuel Efficiency City15 mpg

Fuel Efficiency Highway23 mpg

Fuel Efficiency Combined18 mpg

Fuel Tank Capacity72 litres

(15.8 UK gallons/19.0 USA gallons)

Based on EU (UK) specifications as at 01.04.2018.

Further information can be found at your local

authorised McLaren Retailer. All information

subject to change by the manufacturer.

600LT Spider

Technical highlights

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600LT Coupe

Engine configuration

3.8L (3,799cc) Twin-Turbo V8

Drivetrain layout

Longitudinal mid-engined, RWD

Transmission

7-Speed (SSG) Normal, Sport and Track modes

Suspension

Independent adaptive dampers, dual aluminium wishbones.

Normal, Sport and Track modes

Steering

Electro-hydraulic; power-assisted

Brakes

Front: 390mm carbon-ceramic discs, 6-piston aluminium calipers

Rear: 380mm carbonceramic discs, 4-piston aluminium calipers

Power and Performance

Maximum Power PS (BHP) (kW)600 (592) (441) @ 7,500rpm

Maximum Torque Nm (lb-ft)620 (457) @ 5,500-6500rpm

0-100 km/h (0-62 mph)2.9 seconds

0-200 km/h (0-124 mph)8.4 seconds

0-400 metres (1/4 mile)10.5 seconds

Stopping Distance: 100-0 km/h (62-0 mph) ...32 metres (105 feet)

Stopping Distance: 200-0 km/h (124-0 mph) 121 metres (397 feet)

Weight

DIN Kerb Weight [fluids + 90% fuel]1,404 kgs (3,095 lbs)

Curb Weight, USA [fluids + 100% fuel]1,406 kgs (3,099 lbs)

Dry WeightBase: 1,309 kgs (2,886 lbs)

Dry WeightMinimum: 1,297 kgs (2,859 lbs)

Weight DistributionFront: 42.5%

Weight DistributionRear: 57.5%

Dimensions

Vehicle Length4,604 mm

Vehicle Width, with mirrors2,095 mm

Vehicle Width, with mirrors folded2,045 mm

Vehicle Width, Doors Open: single/both2,664 mm/3,233mm

Vehicle Height1,196 mm

Vehicle Height, Door Open1,973 mm

Overhang, Front : Rear1,102 mm : 825 mm

Wheelbase2,670 mm

Track Front (Contact Patch Centre)1,680 mm

Track Rear (Contact Patch Centre)1,591 mm

Ground Clearance92 mm

Ramp Angle degrees (with vehicle lift)6.1 (10.3) degrees

Break Over Angle5.2 degrees

Departure Angle12.0 degrees

Wheel Sizes - Front:19 x 8.0J inches

Wheel Sizes - Rear:20 x 11.0J inches

Tyre Sizes Inches - Front:225/35/R19 inches

Tyre Sizes Inches - Rear:285/35/R20 inches

Turning Circle12.1 metres

Steering Wheel Turns - lock to lock2.44

Luggage Capacity - Front:150 litres

Efficiency

EU NEDC

CO2 Emissions: Combined.....266 g/km

CO2 Emissions: Urban.....17.3 mpg (16.3 l/100km)

CO2 Emissions: Extra Urban.....31.0mpg (9.1 l/100km)

CO2 Emissions: Combined.....24.1mpg (11.7 l/100km)

EU WLTP

CO2 Emissions: Combined.....277 g/km

CO2 Emissions: Low13.5 mpg (20.9 l/100 km)

CO2 Emissions: Medium22.4 mpg (12.6 l/100 km)

CO2 Emissions: High28.8 mpg (9.8 l/100 km)

CO2 Emissions: Extra-high26.2 mpg (10.8 l/100 km)

CO2 Emissions: Combined23.2 mpg (12.2 l/100 km)

USA EPA

Fuel Efficiency City15 mpg

Fuel Efficiency Highway23 mpg

Fuel Efficiency Combined18 mpg

Fuel Tank Capacity72 litres

(15.8 UK gallons/19.0 USA gallons)

Based on EU (UK) specifications as at 16.01.2019.

Further information can be found on the Configurator

at configurator.mclaren.com/model/spider600lt or via

a local authorised McLaren Retailer. All information

subject to change by the manufacturer.

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600LT Spider

600LT Coupe

Take the next step

To find out more about the McLaren 600LT Coupe or Spider, please get in touch with a McLaren Retailer. Find your nearest at retailers.mclaren.com

Build your 600LT

Our online configurator lets you choose everything from the exterior colour to the interior trim of your car. Get started at configurator.mclaren.com/model/coupe600LT configurator.mclaren.com/model/spider600LT

McLaren Finance

Last but not least, we offer a range of finance options for buying your McLaren 600LT. Please talk to your nearest McLaren Retailer to find out more.

McLaren thrills. At your fingertips.

Stay in the loop about our latest car launches. Book your place at a range of international McLaren Experiences, including Pure McLaren track events. And get a head start with your 600LT by downloading the owner's handbook. It's all in the free McLaren App.

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'McLaren Automotive'

in your app store to download it now.

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The **edge** is out there...

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600LT

**Prepare.
Commit.
Belong.**