

McLaren P1™ *GTR*

OWNER'S HANDBOOK

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INTRODUCTION

Introduction

Please read this information to familiarise yourself with your McLaren P1™ GTR and its features before you drive.

The information contained within this book refers specifically to the McLaren P1™ GTR. It does not contain information regarding functions and systems that are fitted to the road going McLaren P1™ and also fitted to the McLaren P1™ GTR. Therefore to fully understand the operation, functions and controls of the McLaren P1™ GTR it will be necessary to refer to both the McLaren P1™ Owner's Handbook and this supplement for the McLaren P1™ GTR.

Together, these two books, provide the necessary information for you to get the optimum benefit and enjoyment from your McLaren.

This publication must not be reproduced, translated or reprinted, in whole or in part, without written permission from McLaren Automotive Ltd. The equipment fitted to your McLaren may vary from that shown depending on vehicle and market specification.

McLaren is constantly updating its vehicles, therefore reserves the right to introduce changes in design, equipment and technical features at any time.

The documents supplied with your McLaren are an integral part of the vehicle. Ensure that you pass them on to the new owner if you sell the vehicle.



WARNING: Prior to carrying out any work on the McLaren P1™ GTR, which includes the dismantling of any component, all parties must undertake the McLaren High Voltage training course and ensure all relevant health and safety equipment is in place.

Using this supplement

To find information relating to the McLaren P1™ GTR refer to information contained within this supplement in the first instance. If the required information is not found, refer to the following table. The table contains a list of systems and functions that are not applicable to the McLaren P1™ GTR.

If the information you are looking for is not contained within the supplement and is not contained within the following table, please refer to the McLaren P1™ Owner's Handbook. Where further information is required contact specialoperations@mclaren.com

INTRODUCTION

Systems and functions that are not applicable to the McLaren P1™ GTR			
Active Speed Limiter	Exit Lighting	Main Light Switch	Seat Height and Tilt Adjustment
Air Bag System	Exterior Mirror Automatic Fold	Manual Operation of Rear Wing	Side Head Air Bags
Alarm System	Exterior Mirror Fold	Mirror Dipping in Reverse	Stowage Area
Automatic Light Control	First Aid Kit	Mislock	Stowage Nets
Automatic Locking	Heated Mirrors	Occupant Classification System	Supplementary Restraint System
Belt Force Limiters	Horn	Out Of Position (OOP)	Tow-away Protection
Child Passengers	Immobiliser	Panic Alarm	Tyre Sealant
Cruise Control	Interior Lighting	Parking Brake	Vehicle Tracking
Cup Holders	Interior Mirrors	Parking Lights	Warning Triangle
Daytime Running Lamps	Key fob	Parking Sensors	Windows
Door Locks	Keyless entry system	Rear Fog Lamp	
Driving Abroad	Locking - Individual Settings	Restraint System Warning Light	
Economical Driving	Locking a Door	Reverse Lamp	
Emergency Tool Set	Locking and Unlocking	Seat Belt Tensioners	
Entry Lighting	Main Beam Headlamps	Seat Belt Warning Light	

INTRODUCTION

The information is divided into specific sections, to assist in finding the particular information you require.

Before You Drive

Details the settings you need to make in the cockpit to ensure you are fully prepared and have safe and easy access to all controls before driving.

Driving Controls

This section contains detailed information regarding the equipment and driving controls fitted to your McLaren and how to use those controls to best effect when on the track.

Maintaining Your McLaren

Information on maintaining your McLaren is here. Included is advice on the emergency systems fitted to the McLaren P1™ GTR and how to care for your McLaren.

At The Track

Describes the systems and tools that are supplied with the vehicle where the use of the system or tool is primarily in the pit garage.

Data and Technical Glossary

Refer to this section when you need information regarding the fluids and quantities that are required for the various systems on your McLaren, or when you need to know a specific piece of data relating to your McLaren or its performance.




The Technical glossary contains a brief explanation of some of the more complex systems fitted to your McLaren. McLaren Special Operations will be able to assist should you need more information.

Index

The table of contents and the index will help you find information quickly, when you need it.


Symbols

You will find the following symbols in this supplement. These symbols are intended to give you an instant visual message on what type of information is being displayed.


Warnings	
	A warning draws your attention to activities that could cause injury or death.
Notes	
	Notes draw your attention to activities that contain possible risks to your McLaren, provide advice that you may find useful, or give additional information regarding a particular subject.
Environmental Note	
	Environmental notes give you tips on minimising the impact of you and your vehicle on the environment.

INTRODUCTION

Operating Safety

 **WARNING:** *The electronic systems fitted to your McLaren interact with each other. Tampering with these systems could cause malfunctions in other interconnected systems. Such faults could seriously endanger the operational safety of your McLaren and your own safety.*


Additional work or modifications made to the vehicle, which have been carried out incorrectly can also affect its operating safety.

 **WARNING:** *Take great care when driving over ramps, protruding features, uneven or rough ground when not in lift mode as severe damage to the underside of your vehicle may occur.*

Vehicle Use

Observe the following when using your McLaren:

- The McLaren P1™ GTR is not certified for road use and it is illegal to drive this vehicle on the public road.
- The safety notes throughout this information.

 **WARNING:** *There are various warning labels attached to your McLaren. These are intended to make you and others aware of various risks. Do not remove any warning labels from the vehicle.*

If you remove these warning labels, you or others may not then be aware of dangers, which may result in an injury.

BEFORE YOU DRIVE

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BEFORE YOU DRIVE

OPENING AND CLOSING

General

The McLaren P1™ GTR does not have any vehicle security features fitted, including door locks, alarm system or immobiliser system.

The vehicle does not require a key to switch on the ignition or start the engine.


Door Handle


The McLaren P1™ GTR has the same door handles as the standard McLaren P1™ which should be used for normal access to the vehicle.

Emergency Door Release Handle



1. Pull the handle to unlatch the door.

 **WARNING:** Always stand to the rear of the door before opening it, as the opening action may cause injury. The speed that the door opens will be affected by ambient temperature.

 **WARNING:** The emergency release handles may become hot.

BEFORE YOU DRIVE

OPENING AND CLOSING

- i** *NOTE: Because the door opens outwards and then upwards, ensure sufficient side and overhead clearance before opening a door, see Vehicle Dimensions, page 6.4.*
2. The door latch will then release, allowing the door to be partially raised before it automatically swings outwards and upwards.

Opening a Door from Inside

A door can be opened from inside the vehicle at any time. Open the doors only if the vehicle is stationary it is safe to do so.

- i** *NOTE: The door opens outwards and then upwards, ensure sufficient side and overhead clearance before opening a door, see Vehicle Dimensions, page 6.4.*



Pull door handle (L or R for left or right door respectively) in direction of arrow and push the door outwards until the opening mechanism takes over. The door will then swing outwards and upwards automatically.

Closing a Door

1. Exit the vehicle.
2. Push the door downwards and ensure that it latches securely.

! *WARNING: Ensure no person or object can be trapped as the door closes.*

BEFORE YOU DRIVE

OPENING AND CLOSING

Bonnet Removal/Replacement



Removing Bonnet

1. Push the centre of the bonnet retainers (x4). The centre button will remain pressed when released.
2. Release the cover and carefully remove from the vehicle.



NOTE: It is recommended that the ignition be switched off when removing the bonnet.

Replacing Bonnet



WARNING: Ensure that no body part or item can be trapped as you reposition the bonnet.

1. Align the cover over the fixing pins and carefully lower the cover in to position.
2. Push the centre of the bonnet retainers (x4) to secure. When secure the centre of the retainer will be flush.



WARNING: Ensure that the retainer centre button is not sitting low, it must be flush to be secured.





NOTE: Ensure the bonnet is secure by pulling upwards at each retainer.

BEFORE YOU DRIVE

SEATS

Seat Adjustment

 **WARNING:** Adjust the driver's seat when the vehicle is stationary.

 **WARNING:** Child seats or child restraints must not be fitted to this vehicle.


There are two pull handles located beneath both the driver and passenger seat.




1. Head Restraint Release
2. Seat Forward and Rearward Adjustment


Head Restraint Release

The pull handle closest to the door releases part of the head restraint allowing easier access when entering and exiting the vehicle.

 **WARNING:** Ensure the head restraint is locked in position before closing the door.


 **WARNING:** Ensure the head restraint is locked in position before driving.


Seat Forward and Rearward Adjustment

 **NOTE:** It is only possible to adjust the forward and rearward position of the seat.

The pull handle closest to the centre console releases the seat catch and allows the seat to slide.

Move the seat to the desired position, ensuring you can comfortably reach all pedals and are able to move them through their full travel.

 **WARNING:** Ensure the seat is locked in position before driving.

 **NOTE:** Ensure that there are no loose items in the footwell or adjacent to the seat as this may lead to the seat being damaged or not getting full adjustment.

Expiry

The seats have a limited effective life. The seats have a label containing the expiry date and must be replaced on or before the date indicated.

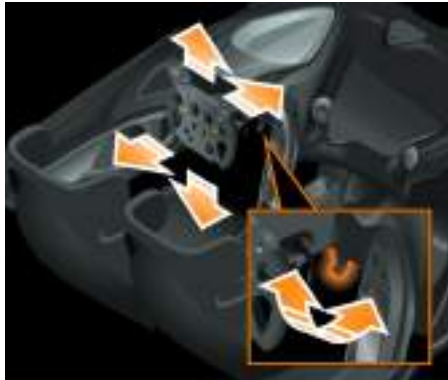
BEFORE YOU DRIVE

STEERING WHEEL AND STEERING COLUMN

Steering Wheel Adjustment

⚠ *WARNING: Only adjust the steering wheel when the vehicle is stationary.*

The steering wheel can be adjusted for height and reach.



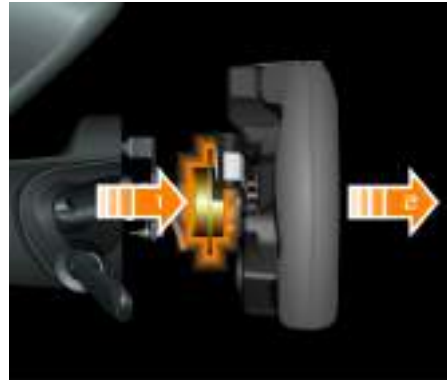
Push the lever (highlighted) downwards and position the steering wheel so that:

- your arms are slightly bent when you hold the wheel
- you can move your legs freely
- you can see all the displays in the instrument cluster clearly

Pull the lever to set the steering wheel in position. Ensure the lever is in its locked position before driving.

Removal

⚠ *WARNING: Only remove the steering wheel when the vehicle is stationary and the engine is stopped, as the START/STOP button is located on the steering wheel.*



Pull the steering wheel retaining collar (highlighted) towards you and remove steering wheel from the steering column.

To refit the steering wheel, Pull the retaining collar and align the steering wheel to the master spline on the column. Push the steering wheel onto the steering column and release the collar.


⚠ *WARNING: Before driving pull the outer rim of the steering wheel to ensure it is securely engaged.*

BEFORE YOU DRIVE

OCCUPANT SAFETY

Seat Belts - (Race Harness)

The race harness fitted to the McLaren P1™ GTR has a limited life cycle. The harness must be replaced in line with the manufacturers specification.


 **WARNING:** A race harness which is not worn, worn incorrectly, or has not been engaged securely fastened, cannot perform its intended function. To avoid injuries, ensure that the harness is fitted correctly at all times.


Do not route the harness across sharp edged or fragile objects especially if these are on or in your clothing. The harness could be damaged and you could be injured.

Only one person should use each race harness at any one time.

Race Harnesses are not suitable for use by children.

Never allow children to travel on the lap of another occupant.

 **WARNING:** Race harnesses are not suitable for use by a pregnant occupant.

 **WARNING:** The race harness cannot perform its function correctly if the harness or buckle becomes excessively dirty or damaged. Ensure the harness latches engage the buckle fully.

Check the harness regularly to ensure that they are not damaged, or routed over sharp edges and are not trapped.

Have race harnesses checked if the harnesses have been damaged or subjected to a heavy load. Work on the seat belts should only be carried out by McLaren Special Operations.

Replace the race harness after a heavy impact accident.

Expiry

The race harnesses have a limited effective life. The race harnesses have a label containing the expiry date and must be replaced on or before the date indicated..

BEFORE YOU DRIVE

MIRRORS AND HEATED WINDSCREEN

Exterior Mirror

i *NOTE: Two people are required to adjust the exterior mirrors to the drivers requirements.*

Adjusting Exterior Mirrors

1. With the driver sat in the vehicle and the doors closed, slacken the mirror adjusting screw (3 mm hex key).



2. Adjust the exterior mirror to maximise drivers rear view.
3. Tighten the adjusting screw and confirm driver still has optimum rear view coverage.

4. Repeat the process for the opposite side exterior mirror.

Heated Windscreen



Press the button shown to activate the heated windscreen. Press again to deactivate.

i *NOTE: If the heated screen is active when the ignition is switched off, once the ignition is switched back on the heated screen will return to active.*

BEFORE YOU DRIVE

LIGHTING

Headlamps

Headlamps are permanently on when the vehicle is in use. There is no switch to switch off the headlamps.



i NOTE: Pushing the headlamp flash stalk on the steering column away will have no effect on the headlamp operation.

The headlamp flash sequence consisting of five flashes, is triggered by pulling the standard headlamp stalk on the steering column.

Rain Light

The rain light switch is located on the steering wheel.



The rain light provides twin high intensity red LED lighting for use in rain.

Hazard Warning Lamps

Operating the Hazard Warning Lamps



1. Press the hazard warning lamps button.
2. All the direction indicator lamps and both direction indicator warning lights in the instrument cluster flash.
3. Press the hazard warning lamps button again to switch off.

i NOTE: If the hazard warning lamps have been switched on automatically, press the hazard warning lamps button once to switch them off.

BEFORE YOU DRIVE

VEHICLE LIFT

Vehicle Lift Overview

Vehicle lift allows you to raise the vehicle dependent on the current vehicle ride height.



WARNING: Ensure vehicle lift is only used when loading and unloading your McLaren onto vehicle transport.



WARNING: When using vehicle lift do not exceed 10 kph (6 mph).



WARNING: Ensure your McLaren is returned to normal ride height as soon as possible.

If vehicle lift is used while in motion, slight adjustments to the steering feel may be experienced, this is normal and does not affect the operation of the vehicle.

You obtain access to vehicle lift using the menu structure. See the McLaren P1™ Owner's Handbook: Instruments.

BEFORE YOU DRIVE

EMERGENCY SYSTEMS

Fire Suppression System

The vehicle is fitted with an integral fire suppression system. There are no owner serviceable parts on this system. Contact the system supplier or McLaren Special Operations in case of concern. This system has a limited service life and must be replaced on or before the date shown on the system expiry date label. Under no circumstances should an attempt be made to re-charge the system after deployment. Contact the system supplier or McLaren Special Operations for guidance and advice. Ensure the system is inspected for integrity prior to each track visit.

i *NOTE: Due to the nature of the vehicle's usage some of the systems are lifed, this needs to be monitored using the McLaren Diagnostic System (MDS). All component kilometre life is listed in the McLaren Diagnostic System (MDS).*

Activation

The fire suppression system is activated by pressing one of the activation buttons. One button is located on the centre console and the other on the scuttle panel at the rear edge of the bonnet.



The activation button in both locations is coloured red. The centre of the button must be pressed to activate the fire suppression system.

Bring the car to a complete stop in a safe place off of the track.

If additional assistance is required and only when absolutely safe to do so proceed to a marshal's post.

i *NOTE: The fire suppression system will be ineffective if the car is in motion.*

Open the doors of the car.

Activate the vehicle kill switch (either in the cabin or on the scuttle panel at the rear edge of the bonnet) See Kill Switch, page 1.12.

Alert Track Control to request appropriate assistance.


! *WARNING: Once activated, the vehicle should not be driven until all vehicle systems have been checked for damage and the fire suppression system has been serviced and is in working order.*


BEFORE YOU DRIVE

EMERGENCY SYSTEMS

Kill Switch

In case of emergency the McLaren P1™ GTR is fitted with two kill switches. either of these switches, when activated, will immediately shut down the engine, the low voltage and the high voltage electrical systems.

 **NOTE:** *If the kill switch is activated, it may take up to 10 minutes before the system resets and allows the vehicle to restart. It is NOT recommended that the kill switch is used to stop the engine in normal circumstances, see Stopping the Engine, page 2.5*

 **WARNING:** *Only use the kill switch in an emergency situation – and not as a means to switch off the vehicle. Activating the kill switch may cause damage to hybrid system if activated under load.*

Activation - cabin switch

The kill switch located in the cabin is above the IRIS screen adjacent to the hazard warning lamps button. To activate the kill switch pull the switch out (away from the console) before pushing it down in the direction of the arrow shown below.



Activation - external switch

The external kill switch is located next to the external fire suppression system button. The kill switch is activated by pulling the red coloured hoop and extracting the pin in the direction of the arrow shown below.





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DRIVING CONTROLS

STARTING AND DRIVING

Driver Controls Overview



DRIVING CONTROLS

STARTING AND DRIVING

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22. Pit Lane Limiter, page 5.12.
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DRIVING CONTROLS

STARTING AND DRIVING

Switching On the Ignition

i NOTE: This vehicle does not require an ignition key.



To switch on the ignition without starting the engine, press the START/STOP button without depressing the brake pedal.

i NOTE: If the vehicle is in Awake mode, press the START/STOP button twice.

The ignition will switch on, the oil temperature, water temperature and fuel gauges will operate and several of the warning lights will illuminate as a self-test. The instrument cluster will fully illuminate.

Starting the Engine

Manual Cranking

i NOTE: This vehicle does not require an ignition key.



Depress the brake pedal and press and hold the START/STOP button, the engine will start.

Cranking can be stopped by either releasing the brake pedal, or releasing the START/STOP button.

Timed Cranking

i NOTE: This vehicle does not require an ignition key.



Depress the brake pedal and press and release the START/STOP button, the engine will start.


If the START/STOP button is pressed again while the engine is cranking, cranking is stopped.


DRIVING CONTROLS


STARTING AND DRIVING

Stopping the Engine

1. Bring the vehicle to a standstill and select neutral.

 **WARNING:** The gearbox has no park position or parking brake to prevent the vehicle from moving when stopped.

 **NOTE:** If the kill switch is activated, it may take up to 10 minutes before the systems resets and allows the vehicle to restart. It is **NOT** recommended that the kill switch is used to stop the engine in normal circumstances, see Kill Switch, page 1.12.

 **NOTE:** Do not depress the accelerator pedal when stopping the engine. Do not switch the engine off immediately after high speed/high load running. Allow it to run for 2 minutes so the engine temperature returns to normal.



2. Press the START/STOP button. The engine will stop and the vehicle will enter Accessory state. For further information see the McLaren P1™ Owner's Handbook: Vehicle Electrical Status.

DRIVING CONTROLS

STARTING AND DRIVING

Seamless Shift Gearbox Gear Positions

Drive

To select Drive, depress the brake pedal and pull the upshift paddle.

All seven forward gears are available. Gear changes will be automatic, unless manual mode has been selected.

Neutral

Neutral is selected by pressing the NEUTRAL button on the steering wheel.

No gear is engaged. Releasing the brakes will allow the vehicle to move freely, e.g. for pushing or towing.

Reverse

To select Reverse, the vehicle must first be in neutral. At this stage, pull the downshift paddle to select reverse gear.

i *NOTE: If reverse is selected pulling the upshift paddle will engage drive. To move from reverse gear to neutral, press the NEUTRAL button on the steering wheel.*

In normal circumstances, only select reverse gear when the vehicle is stationary. It is possible to engage reverse or drive at speeds up to 10 kph (6 mph) whilst travelling in the opposite direction.

i *NOTE: If reverse or drive is selected at speeds above 10 kph (6 mph), the transmission will engage neutral, as a self protection feature.*

Manual

Manual mode is selected by pressing the MANUAL button on the steering wheel.

Gear changes can only be made manually with the paddles until the MANUAL button is pressed again.

i *NOTE: The vehicle will remain in its previously selected mode if the ignition is switched off and back on.*

Gearshift Paddles



To upshift, pull the right-hand paddle towards you. To downshift pull the left-hand paddle towards you. The current gear position appears in the gear position display.

i *NOTE: The single-piece paddle and central pivot enables upshifts and downshifts to be made using either paddle.*

DRIVING CONTROLS

STARTING AND DRIVING

As an alternative, upshifts can be made by pushing the left-hand paddle away from you and downshifts can be made by pushing the right-hand paddle away from you.

The gearshift paddles operate irrespective of the handling mode selected and there is no need to release the accelerator pedal to change gear.



WARNING: For safety, in manual mode only, the vehicle will monitor engine speed and may perform an automatic gear change if necessary.



WARNING: Do not change down for additional engine braking on a slippery surface.



NOTE: If operating the paddles in automatic mode, the gearbox will revert to automatic changes if an eight second period elapses without a gear change being made.

Sequential downshifts under braking can be made by pulling and holding the downshift paddle whilst braking. In this case the downshifts will be called sequentially back to the same engine RPM.

When the vehicle speed is below 10 kph (6 mph) or the vehicle is stationary with a gear selected, select a downshift and hold the paddle to select neutral.

If under 10 kph (6 mph) you can also press the neutral button on the steering wheel to go into neutral.

DRIVING CONTROLS

STARTING AND DRIVING

E-Mode



In E-Mode, the vehicle is powered by the High Voltage (HV) battery, with the electric motor being utilised to provide propulsion.

To start the vehicle in E-Mode, the E-Mode button must be pressed before the **START/STOP** button is pressed:

1. Press the E-Mode button.
2. Depress the brake pedal and press the **START/STOP** button, the vehicle will now be active in E-Mode.

i *NOTE: The petrol engine may start and run until certain emission related conditions are met.*

Press the E-Mode button to switch between E-Mode and Hybrid mode.

i *NOTE: The vehicle will not change from E-Mode to Hybrid mode while the accelerator pedal is depressed.*

When the vehicle is stopped by switching off the ignition when in E-Mode, the vehicle will automatically restart in Hybrid mode when the **START/STOP** button is pressed. To restart the vehicle in E-Mode, the E-Mode button must be pressed before the **START/STOP** button.

i *NOTE: Pressing the Active button while in E-Mode has no effect.*

The Handling settings in E-Mode are the equivalent of Normal - it is not possible to operate the vehicle in any other Handling mode while in E-Mode.

E-Mode can only be operated in automatic mode. Operating the gearshift paddles or selecting manual mode has no effect.

When the HV battery voltage becomes too low, the petrol engine will start in order to maintain drive and charge the battery.

This is signalled to the driver by a count-down to 'Engine-start!'. Performance remains unchanged.

When the battery is re-charged the engine will stop.

DRIVING CONTROLS

STARTING AND DRIVING

Charge



The Charge button can and should be used during normal, engine-powered, track driving. Using the charge button will result in a more aggressive charging strategy and thus maintain a higher HV battery state of charge, however this will be to the detriment of fuel consumption and powertrain temperatures.

Pressing and holding the charge button when stationary and in neutral will result in pit lane charging, see PIT LANE CHARGING, page 5.11.

DRIVING CONTROLS

HANDLING, ESC AND LAUNCH CONTROLS

Handling Control

The handling control switch affects the following vehicle characteristics:

- roll stiffness
- active aero mode
- adaptive damping
- steering response

Selecting a Setting



Rotate the H control to select one of the following settings.

Settings

Wet	A suspension and aerodynamic configuration tuned specifically for wet track conditions.
Track	A slightly more compliant suspension setting optimised for slick tyres on a dry racing circuit.
Race	Suspension and aerodynamic settings for optimal performance on a typical smooth, dry racing circuit.

The mode selected will remain active until the selection is changed.

i *NOTE: If all the following conditions are not met when the selection is made, the mode will not be implemented until they are met:*

- engine running with no fault conditions existing
- vehicle speed below 190 kph (118 mph)
- steering wheel in straight ahead position and not being turned, if the vehicle is moving

i *NOTE: When changing handling settings be aware that ride height changes may take up to 35 seconds to be fully implemented. During this time it is highly recommended that the vehicle is stationary, however if the handling mode is changed whilst the vehicle is moving, then a constant speed below 100 kph (60 mph) must be maintained.*

DRIVING CONTROLS

HANDLING, ESC AND LAUNCH CONTROLS

Electronic Stability Control (ESC)

Selecting a Setting



Rotate the E control to select one of the following settings.

Settings

ESC-1	ESC-1 is intended as a wet-weather setting, accounting for the different stability and traction control requirements of the wet weather racing tyres and relatively slippery track surface.
ESC-2	ESC-2 is intended as one of the two dry-weather settings. In ESC-2 there is a level of support to the driver from the stability and traction control systems.
ESC-OFF	ESC-OFF is intended as one of the two dry-weather settings. In ESC-OFF there is no support to the driver from the stability and traction control systems.

The mode selected will remain active, until the selection is changed, or the ignition is switched off.

DRIVING CONTROLS

HANDLING, ESC AND LAUNCH CONTROLS

Launch Control

Launch control is designed to offer the maximum acceleration from a standing start.

The vehicle is limited to a maximum of 20 Launch control starts.



WARNING: Before initiating launch control, ensure that all doors, bonnet and service tray access panels are closed and the prevailing conditions are suitable for performing maximum acceleration manoeuvres.



NOTE: Launch control can be operated in either automatic or manual modes and any handling mode.



NOTE: The launch sequence can be aborted at any point by any of these driver's actions:

- pressing the launch button to switch off launch control
- if in auto, by a manual upshift or downshift



NOTE: If there is a fault or the launch procedure has not been followed correctly, a warning message "Launch mode unavailable - see Owners Manual"

will appear in the instrument screen display. Repeat the launch procedure, ensuring that it is followed correctly. If the warning message remains, contact McLaren special operations.



NOTE: Launch mode is only available if the following conditions are met:

- both doors are closed
- the vehicle lift function is inactive



NOTE: If an attempt is made to use Launch mode when E-Mode is active the attempt will be unsuccessful. A warning message will appear "Press E-Mode to deactivate".

DRIVING CONTROLS

HANDLING, ESC AND LAUNCH CONTROLS

Launch Control Process

1. Ensure the steering wheel is in a straight ahead position.
2. Depress the brake pedal firmly with your left foot and select first gear.



3. Press the **LAUNCH** button.

- i** *NOTE: L will flash in the gearbox mode indicator. Awaiting Throttle' will be shown in the central screen display.*
4. With your left foot remaining on the brake pedal, press and hold the accelerator pedal down fully with your right foot, the engine speed will increase.

i *NOTE: To abort launch control release the brake pedal before pressing the accelerator pedal or wait for approximately 60 seconds until launch control is deactivated.*

i *NOTE: The message 'Launch Mode Active - Boost Building' will be shown in the central screen display. Once sufficient boost has been achieved, the message 'Launch Mode Active - Boost Ready' will be shown in the central screen display.*

5. Release the brake pedal with your left foot and the launch control system will perform a launch start to give maximum acceleration. If the brake is not released after 6 seconds the launch control will abort automatically.

i *NOTE: To abort launch control release the accelerator pedal or wait for approximately 5-10 seconds until launch control is deactivated. If the launch is aborted, release the accelerator pedal and then press again to drive away.*

6. Launch control will operate if procedure has been followed correctly until aborted.

i *NOTE: Whilst in launch control, the vehicle will carry out automatic gear shifts and optimise traction. It will continue to do so until launch control is aborted. To abort launch control, release the accelerator pedal, apply the brake, or operate one of the gearshift paddles.*


DRIVING CONTROLS

DRIVING SAFETY SYSTEMS

General

This section contains information about the Electronic Stability Control (ESC) system. For information relating to the systems listed below, refer to the McLaren P1™ Owner's Handbook.

- Anti-lock Braking System (ABS)
- brake assist system
- brake disc wiping
- hill hold
- brake-steer
- electronic brake pre-fill
- Tyre Pressure Monitoring System


 **WARNING:** *The risk of an accident increases when driving quickly especially when cornering, in wet and slippery conditions.*


Always adapt your driving style to suit the track and weather conditions.


Electronic Stability Control (ESC)

ESC monitors driving stability and traction between the tyres and the track surface.


ESC detects when a wheel starts to spin or the vehicle starts to skid and stabilises the vehicle by braking individual wheels and/or limiting the engine power output. This also assists when pulling away on wet or slippery track surfaces and stabilises the vehicle when braking.


 ESC operation is indicated by a message on the right-hand side of the instrument screen display.

 **NOTE:** *The ESC light is permanently illuminated when Race or Track is selected on the Handling Control.*


 **WARNING:** *If the ESC warning light blinks on and off, do not deactivate ESC. Vehicle performance is restricted when a fault is detected in the ESC system. Adapt your driving style to suit track conditions.*

ESC cannot reduce the risk of an accident if you drive too fast.

 **WARNING:** *ESC only functions properly if wheels with the recommended specification tyres are used.*

 **WARNING:** *The level of ESC intervention varies dependent on the ESC mode selected.*

Traction Control System

 **WARNING:** *The traction control system cannot reduce the risk of an accident if you drive too fast.*

The traction control system reduces engine torque to prevent the wheels from spinning. If additional intervention is required to stop the wheels from spinning, the vehicle will apply the rear brakes individually. The traction control system brakes individual drive wheels to prevent them from spinning. This means that the vehicle can accelerate on slippery surfaces.



MAINTAINING YOUR McLAREN

BATTERY CARE AND MAINTENANCE

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MAINTAINING YOUR McLAREN

BATTERY CARE AND MAINTENANCE

Battery Health

In order to maximise the performance and life of the McLaren P1™ GTR hybrid system we advise that prolonged off board charging and State of Health (SOH) procedures are carried out periodically throughout the life of vehicle. If these are not carried out at the prescribed intervals, the McLaren P1™ GTR hybrid system performance will degrade prematurely.

Off-Board Charging



WARNING: As the McLaren P1™ GTR is not equipped with electronic parking brake only charge the vehicle on a level surface in a raised position on the air jacks ensuring the safety supports are in place to prevent roll away.

State of Health (SOH) Routine

If the instrument cluster charge display is replaced with a sliding bar, carry out the hybrid system State of Health (SOH) procedure.

Please see the McLaren Diagnostic System (MDS) for hybrid system State of Health (SOH) routine procedure.

Routine	Limit (apply whichever of these occurs first)			Event Preparation
	Mileage limit	Operating Time	Storage Time	
Extended off-board charging (overnight using McLaren P1™ GTR off-board charger)	250 km (150 miles)		2 weeks	yes
(SOH) routine	500 km (300 miles)	20 hours of vehicle operation	6 months	yes

MAINTAINING YOUR McLAREN

EMERGENCY SYSTEMS

Fire Suppression System

i *NOTE: Due to the nature of the vehicle's usage some of the systems are lifed, this needs to be monitored using the McLaren Diagnostic System (MDS). All component Km life is listed in the McLaren Diagnostic System (MDS).*

Power pack testing and maintenance

The fire suppression system power pack is located behind the centre console.

Before every track event the fire suppression system must be tested.

On top of the power pack is a three position switch. This provides checking facilities for the battery and wiring. If the switch is pulled against its spring towards the amber LED, the LED will illuminate if there is sufficient current in the battery. If the amber LED does not illuminate, or immediately goes out, it should be replaced. The battery should be of the manganese/alkaline long life type only, type PP3.

With the switch in the centre ('system isolated') position, and the centre position only, the wiring of the circuit can be checked. With the extinguisher connected, press one of the activation buttons and the green LED should illuminate. If it does not there is a break in the circuit. If the green LED lights before the switch is pressed, there is a short in the circuit and the system is permanently 'live'. If this occurs do not put the switch into the 'system armed' position, or the system will discharge.

If for any reason the green LED does not illuminate when the system is tested, contact the system supplier or McLaren Special Operations.

To arm the system place the switch in to the 'system armed' position. The red LED will illuminate to indicate the system is armed.

To prolong battery life and prevent accidental activation, it is recommended that the power pack switch be in the 'system isolated' position and the plug disconnected when the vehicle is not being used.

Expiry

The fire suppression system has a limited effective life. The suppression system cylinder label contains the expiry date and must be serviced on or before the date indicated.



MAINTAINING YOUR McLAREN

VEHICLE CARE

Washing your McLaren



ENVIRONMENTAL: Some cleaning products contain chemicals that are hazardous to the environment. Always take precautions to prevent fluids from spilling and never use excessive quantities.

Polycarbonate

The McLaren P1™ GTR has polycarbonate windscreen and door windows. Regularly clean the polycarbonate using water and a pH neutral detergent only.



NOTE: For further recommendations on cleaning your McLaren P1™ GTR see the McLaren P1™ Owner's Handbook: Vehicle Care.

MAINTAINING YOUR McLAREN

McLAREN ASSISTANCE

McLaren Assistance

If your McLaren is immobilised, do not attempt to make your own arrangements for assistance.


Contact: specialoperations@mclaren.com

Towing for Recovery

Your McLaren is equipped with front and rear towing eyes.



1. Front towing eye
2. Rear towing eye

 **NOTE:** The towing eyes must only be used to winch the vehicle onto a trailer or transporter for recovery purposes.


Storing and Transporting

Storing

- Always store your McLaren on level ground
- Raise vehicle using the air jack system and install safety supports
- Drain fuel
- Install vehicle cover
- Connect off-board charger

In storage conditions do not:

- disconnect the 12 V battery
- trigger kill switches (unless there is an emergency)
- remove service disconnect
- expose vehicle to ambient temperatures greater than 40 °C or lower than 10 °C
- expose vehicle to humidity levels greater than 95% or lower than 30%

 **NOTE:** Ensure off-board charger is connected and switched on for the entire time the vehicle is in storage.

MAINTAINING YOUR McLAREN

McLAREN ASSISTANCE

Transporting

- Your McLaren must only be transported using wet weather tyres
- Ensure vehicle lift is only used when loading and unloading your McLaren onto vehicle transport. When using vehicle lift do not exceed 10 kph (6 mph)
- If your McLaren is being transported for a long period of time ensure the engine is started and run every 2 weeks.



RACE MODE

OVERVIEW


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RACE MODE

OVERVIEW

Race Mode

Race mode is permanently activated and will make the most of your vehicle in a race or track environment.

 **WARNING:** Ensure you are aware of the full performance potential that can be expected from your McLaren P1™ GTR at all times.

 **WARNING:** Take great care when driving over ramps, protruding features, uneven or rough ground as severe damage to the underside of your vehicle may occur.

DRS



The Drag Reduction System (DRS) when selected by pressing the steering wheel DRS button, adjusts the rear wing to reduce aerodynamic drag.



By pressing the DRS button on the left-hand side of the steering wheel, the adjustable rear wing will move to the minimum pitch angle. Speed is increased by reducing the amount of drag on the rear wing. When the driver releases the DRS button, the wing then repositions and creates more downforce, giving the vehicle better stability when cornering.

RACE MODE

OVERVIEW

IPAS



The McLaren P1™ is fitted with an electric motor to maximise the throttle response and optimise the performance of the vehicle. The electric motor will operate seamlessly in Wet, Track and Race handling modes automatically to ensure optimum performance in all conditions.

In addition to the automatic operation of the electric motor, the driver may manually deploy the IPAS (Instant Power Assist System) by pushing the button on the steering wheel.

Pressing the IPAS button provides instant additional power immediately to maximise vehicle acceleration.

IPAS is only available for use when the Boost button is selected and the Boost light is illuminated.

IPAS operates in Wet, Track and Race handling modes when the IPAS button is pressed on the steering wheel and the following conditions are met:

- The vehicle is in manual mode (Auto off).
- The vehicle is under **very hard** acceleration.
- The driver must not have the brakes applied.
- Launch control is switched off.

When all conditions are met, the IPAS indicators on the instrument cluster will illuminate showing that the function is available.

⚠ WARNING: *It is recommended that the IPAS button is only pressed whilst travelling in a straight line. Pressing the IPAS button whilst cornering may cause the rear wheels to lose traction and instigate oversteer or cause the vehicle to spin.*

If all of these conditions are met, the electric motor will deliver maximum torque to assist the internal combustion engine maximise vehicle acceleration when the IPAS button is pressed. Releasing the button will immediately cancel IPAS operation.



AT THE TRACK

AIR JACK

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AT THE TRACK

AIR JACK

Overview


The air jack system fitted to the McLaren P1™ GTR has been installed to allow the vehicle to be temporarily raised to a wheel free condition.


Air Jack System Operation

Raising Vehicle on air jacks



With the air jack valve on the vehicle in the open position, connect the air jack lance to the valve until it latches. The valve will close automatically and maintain air pressure in the system and the air jacks in the extended position.

 **WARNING:** *Never work under the vehicle with the vehicle supported on the air jack system alone. Always ensure safety supports are in place before commencing work.*


 **WARNING:** *Never store the vehicle supported on the air jack system alone. Always ensure safety supports are in place.*

Remove the lance from the valve, the valve will remain closed and the air jacks extended.

AT THE TRACK

AIR JACK

Lowering vehicle off air jacks

 **WARNING:** When the valve on the air jack system is released, the vehicle may drop immediately and rapidly to the ground. Ensure all personal are clear of the vehicle prior to release the air jack valve as serious injury may be caused.

With the air line lance disconnected, open the valve by pulling the sleeve out. moving the sleeve slowly will allow a controlled lowering of the vehicle. Rapid release of the sleeve will result in a fast drop of the vehicle.



AT THE TRACK

WHEEL NUT TIGHTENING

Wheel Nut Care

It is the teams' responsibility to ensure all pit equipment used for wheel nut tightening is correctly set to achieve the correct wheel nut tightening torque. Wheel gun air pressure and "gun on" time is also critical to this.

McLaren recommend the use of a Dino Paoli DP 4000 MG UH wheel gun (available from McLaren) set at a regulator pressure of 20 bar.

Wheel nut tightening

Wheel nut torque	650 Nm
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- Wheel nut torque should be checked pre session once the wheels are gunned in place.
- Wheel Seating – Care must be taken that the wheel is seated squarely when gunned up. An incorrectly seated wheel is likely to quickly come loose once the car begins to drive.

Lubrication

McLaren GT recommend that Dow Corning Molykote 1000 spray (www.lubricantsupplies.co.uk/molykote-1000-spray-x-400ml-box-of-12.html) is applied to the following parts, as part of general race preparation:

- Stub axle threads
- Wheel nut threads
- Wheel nut mating face



NOTE: Care must be taken to ensure that Molykote spray does not reach brake pads or discs.

Wheel and wheel nut bedding procedure

- New wheels and wheel nuts should be bedded using a wheel gun, tightening and loosening the nut 15 - 20 times, following which inspection should be made to ensure a clear mating face, with a good contact area has been achieved.
- For the bedding procedure, ensure that all areas covered above have been adequately lubricated with Molykote spray.

Drive peg maintenance

- It is imperative that the condition of the drive pegs in the wheels need to be regularly inspected for any burrs or damage.

AT THE TRACK

WHEEL NUT TIGHTENING

Retaining pin maintenance

- It's likely that the wheel nut retaining mechanism will require periodic maintenance. As part of general event preparation, inspection should be made to ensure that the locking pins operate freely. As required, the mechanism should be stripped and cleaned removing any burrs on the pins which may be present.

Wheel rim maintenance

- New wheel rims need to be bedded in, in a similar fashion to new wheel nuts. Inspection should be made to ensure that a clear witness mark can be seen, around the full circumference of wheel rim/nut contact surface. Ensure the surface is lubricated with Molykote spray (see above) during bedding.
- The mounting face on the inside of the wheel rims should be inspected to ensure that it remains flat.
- Should the wheel be prevented from sitting flat onto the brake disc bell, the wheel will not remain tight once the car runs on track.

Wheel gun maintenance

- Between events it's recommended that wheel guns are maintained correctly.
- It is important that wheel guns are regularly checked against a calibrated torque wrench to ensure that the correct clamp load is being achieved.

AT THE TRACK

WHEEL NUT TIGHTENING

Wheel nut direction

The hub and nut threads are different on each side of the vehicle.

Car Side	Hub and Nut Thread
LH Side	LH Thread
RH Side	RH Thread


Tightening directions shown in the following image.




AT THE TRACK

REFUELLING

Overview


 **WARNING:** Fuel is highly flammable. Fire, naked flames, smoking and using a mobile telephone are prohibited when handling fuels. Switch off the engine before refuelling.

 **WARNING:** Fuel and fuel vapours can damage your health. Do not inhale fuel vapours or allow fuel to come into contact with skin or clothing.


The vehicle is refuelled using a McLaren P1™ GTR Fuel Bowser.

The bowser must first be fuelled from a fuel drum.

Fuel can be moved from the bowser to the vehicle, or from the vehicle to the bowser. The bowser will display the amount of fuel moved.

 **NOTE:** The display will show the amount of fuel removed from/pumped into the bowser, not the amount of fuel fed into/removed from the vehicle.

If the fuel hose is empty it will fill before the car and this must be taken into account in any calculations. Four meters of -12 hose, plus the hoses in the bowser represents approximately 1 kg of fuel with a -10 hose in the region of 0.6 kg and an -8 hose being 0.4 kg.


 **NOTE:** It is recommended that the fuel tank is completely drained using the bowser whenever the car is not in use. See *Removing fuel from McLaren P1™ GTR*, page 5.10.

Recommended Fuel


The use of Mobil Hyperflow Turbo Ultimate 102 is recommended. See Recommended Fuel, page 6.3.

Filling McLaren P1™ GTR Fuel Bowser

1. Place a fuel wand into the fuel drum.
2. Connect the vapour line then the fuel line.

 **NOTE:** It is recommended that the vapour line is connected before the fuel line.

3. Press the CAR button on the bowser and use the up and down arrow buttons until Drum is displayed.
4. Put the toggle switch into the TO BOWSER position and wait for the green light to illuminate.
5. Press and hold the PUMP button and the pump will start moving fuel from the drum to the bowser. Fuelling will stop immediately if the PUMP button is released.

 **NOTE:** Adjust the speed control to the most advantageous speed, usually around 2 o'clock on the dial for filling the bowser.

6. The fuel will stop flowing when the bowser is full or the fuel feed apparatus is empty.

AT THE TRACK

REFUELLING

Service Tray Access Panel



The fuelling and vent valves are located under the left hand side service tray access panel.

Push the centre of the service tray access panel retainer to release the service tray access panel. Open the service tray access panel to gain access to the fuel filler valves.

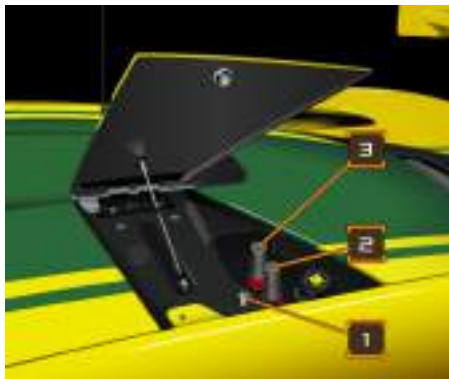


1. Service tray access panel retainer
2. Vapour vent valve
3. Fuel filler valve

AT THE TRACK

REFUELLING

Refuelling McLaren P1™ GTR



1. Service tray access panel retainer
2. Vapour vent valve
3. Fuel filler valve

1. Access the fuel filler valve and vapour vent valve under the service tray access panel. See Service Tray Access Panel, page 5.8.
2. Connect the bowser earth strap to the ball of the service tray access panel retainer.
3. Connect the vapour line then the fuel line.

- i** *NOTE: The vapour line must be connected before the fuel line.*
4. Press the CAR button on the bowser and use the up and down arrow buttons until the correct car ID is displayed.
 5. Put the toggle switch into the TO CAR position and wait for the green light to illuminate.
 6. Press and hold the PUMP button and the pump will start moving fuel from the bowser to the vehicle. Fuelling will stop immediately if the PUMP button is released.

- i** *NOTE: Adjust the speed control to the most advantageous speed, usually around 12 o'clock on the dial for filling the car.*
7. The fuel will stop flowing when the tank is full or the fuel feed apparatus is empty.

AT THE TRACK

REFUELLING

Removing fuel from McLaren P1™ GTR



1. Service tray access panel retainer
2. Vapour vent valve
3. Fuel filler valve

1. Access the fuel filler valve and vapour vent valve under the service tray access panel. See Service Tray Access Panel, page 5.8.
2. Connect the bowser earth strap to the ball of the service tray access panel retainer.
3. Connect the vapour line then the fuel line.

i *NOTE: The vapour line must be connected before the fuel line.*

4. Press the CAR button on the bowser and use the up and down arrow buttons until the correct car ID is displayed.
5. Put the toggle switch into the TO BOWSER position and wait for the green light to illuminate.
6. Press and hold the PUMP button and the pump will start moving fuel from the vehicle to the bowser. Fuelling will stop immediately if the PUMP button is released.

- i** *NOTE: Adjust the speed control to the most advantageous speed, usually around 1 o'clock on the dial for filling the car.*
7. The fuel will stop flowing when the bowser is full or the fuel feed apparatus is empty.

AT THE TRACK

PIT LANE CHARGING

Overview

The Pit Lane Charging function allows the high-voltage battery to be charged while the vehicle is stationary. During this procedure, the engine is operated at an elevated idle speed and substantially higher torque output. The extra power produced is absorbed by the e-motor which in turn generates an electrical current that is rectified and passed on to the high-voltage battery.

Once the target state of charge has been reached, the engine returns to a normal idle and the excess engine torque is reduced to zero.

In order to activate pit lane charging, the vehicle must be stationary and the gearbox in its neutral position. Start the engine and wait until it settles in to a steady idle. Press and hold the 'CHARGE' button for five seconds. If temperature and battery conditions are met, the engine will automatically elevate its idle speed and increase its load to charge the high-voltage battery.

The following conditions should be satisfied for Pit Lane Charging to be enabled:

- Vehicle stationary
- Gearbox in neutral
- Battery temperature < 54 °C
- Ambient temperature < 40 °C
- Engine coolant temperature < 105 °C
- High-voltage battery below 75% SOC

Should any of the above conditions be not be met prior to attempting to enable Pit Lane Charging, then the engine will not react to the charge request. If any of the above conditions be violated during the charging event, then Pit Lane Charging will be aborted.

In the current configuration it is possible to charge the battery at a rate of 6.5%/min if system temperatures permit.

AT THE TRACK

ON-TRACK SYSTEMS

Pit to Car Radio

The McLaren P1™ GTR is equipped with a Kenwood NX200 pit to car radio system.

The system allows 2-way communication between the driver and the pit crew.

⚠ WARNING: *Only use the pit to car radio when it is safe to do so. Using the radio during complex track conditions such as over taking or fast corners may result in reduction of driver concentration and loss of vehicle control.*

The system complies with the following standards:

- R&TTE: EN300 086, 300 113, 300 219, 301 489, 301 166
- R&TTE: EN301 166, Voice & Data for 6.25KHz Digital
- EU Safety: EN60065, 60950-1, 60215
- For use in the EU
- IP67
- Measurement - EIA Standards
- Measurement - EN Standards
- MIL-STD 810 C/D/E/F/G



The system allows the pit to communicate with the driver at all times.

i NOTE: *The pit crew must be made aware of the potential for disturbing the driver when making pit to car radio contact.*

For the driver to communicate with the pit, press and hold the Push To Talk (PTT) button.

Consult the manufacturers website for further information relating to the radio system.

Pit Lane Limiter



The McLaren P1™ GTR is equipped with a pit lane limiter.

To engage the pit lane limiter, press the button. The speed will be limited to 50 kph (30 mph). To cancel the limiter, press the button again.

Whilst the pit lane limiter is engaged the speed will be limited to 50 kph (30 mph) and no throttle movement will allow this speed to be exceeded.

AT THE TRACK

ON-TRACK SYSTEMS

Headlamp Flash



The headlamp flash sequence consisting of five flashes, is triggered by pulling the standard headlamp main beam stalk on the steering column.

i *NOTE: Pushing the headlamp flash switch on the steering column away will have no effect on the headlamp operation.*

AT THE TRACK

RACE DATA

Overview

The race data system allows information to be downloaded from the vehicle and replayed on a PC or the tablet PC supplied with the vehicle.

The system allows data logging and video capture from the three cameras fitted to the vehicle.

The data is recorded on to a removable USB mass storage device.



WARNING: Never attempt to view the logged data whilst driving.

Data Logging

The race data system receives three simultaneous feeds from cameras fitted to the vehicle.



1. Driver camera
2. Front facing camera
3. Rear facing camera



NOTE: For best results when recording video ensure the camera lens remain free of debris and are not obscured with transfers.

Automatic data logging

The data logging automatically starts when the system detects a vehicle speed of 2.5 kph or greater.

AT THE TRACK

RACE DATA

Viewing data and video

Remove the USB mass storage device from the data logging cable located in the passenger footwell.

For further detailed information and specifications please visit <http://www.vboxmotorsport.co.uk>



VEHICLE DATA AND GLOSSARY

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VEHICLE DATA AND GLOSSARY

DATA

Overview

This section contains all the technical data for your McLaren P1™ GTR applies to the vehicle's standard equipment. The data may therefore differ for if the vehicle has been modified or is fitted with optional equipment. You can obtain further information from specialoperations@mclaren.com

Vehicle Operating Temperatures

Minimum ambient operating temperature	+10 °C (50 °F)
Maximum ambient operating temperature	+35 °C (95 °F)



NOTE: If the vehicle is used outside the minimum and maximum ambient temperature, or being used on a race track above 35°C (95°F), performance degradation may be experienced. McLaren disclaims any liability of the stated engine performance not being achieved if the vehicle is being used outside of the stated temperature ranges, or being used at altitude.

Engine


Rated output in kW	588 (Q 7,250 RPM + 147 from E-Motor)
Rated output in PS	800 (Q 7,250 RPM + 200 from E-Motor)
Rated torque in Nm	760 (Q 6,000 RPM + 130 from E-Motor)
Rated torque in lb-ft	561 (Q 6,000 RPM + 96 from E-Motor)
Number of cylinders	8
Displacement	3,799 cm ³
Maximum engine speed	8,500 RPM


VEHICLE DATA AND GLOSSARY

DATA

Recommended Fuel

The use of Mobil Hyperflow Turbo Ultimate 102 is recommended.

 **NOTE:** Where 102 RON is unavailable, or if preferred, the use of 99 RON fuel is possible by using a replacement electronic control unit available from McLaren Special Operations, although a decrease in performance will be experienced.

 **WARNING:** Engine performance will be severely degraded if a different grades of fuel are used.

Maximum Speeds in Each Gear

1st gear	76 kph (47 mph)
2nd gear	126 kph (78 mph)
3rd gear	177 kph (110 mph)
4th gear	231 kph (144 mph)
5th gear	299 kph (186 mph)
6th gear	325 kph (202 mph)
7th gear	325 kph (202 mph)

Gear Ratios

1st gear	3.981:1
2nd gear	2.613:1
3rd gear	1.905:1
4th gear	1.479:1
5th gear	1.161:1
6th gear	0.906:1
7th gear	0.686:1
Final drive	3.308:1

VEHICLE DATA AND GLOSSARY

DATA

Vehicle Dimensions



A	Vehicle height (doors open)	1,859 mm (6 ft. 2 in.)
B	Vehicle width (doors open at widest point)	2,822 mm (9 ft. 3 in.)



C	Vehicle height (doors closed)	1,138 mm (3 ft. 9 in.)
D	Vehicle width	2,002 mm (6 ft. 7 in.)



E	Ground clearance (Dry)	80 mm (3.2 in.) Front 86 mm (3.4 in.) Rear
E	Ground clearance (Wet)	90 mm (3.6 in.) Front 96 mm (3.8 in.) Rear
E	Ground clearance (Vehicle Lift)	110 mm (4.4 in.) Front 100 mm (4 in.) Rear
F	Front overhang	1,141 mm (3 ft. 9 in.)
G	Wheelbase	2,676 mm (8 ft. 10 in.)

VEHICLE DATA AND GLOSSARY

DATA

H	Rear overhang	919 mm (3 ft. 1 in.)
J	Vehicle length	4,736 mm (15 ft. 7 in.)



NOTE: All dimensions are approximate.

Wheel and Tyre Sizes

Wheel Sizes

Front wheels	10.5J x 19
Rear wheels	13J x 19

Tyre Sizes

Tyre - Pirelli PZero	
Front tyres	245/650 R19
Rear tyres	325/705 R19

Tyre Pressures

The optimum tyre pressures for the McLaren P1™ GTR will be dependent on vehicle set-up and environmental conditions and track temperature. Irrespective of any outside influences, the minimum tyre pressure must not be below 1.5 bar when cold with a target of 2.0 bar when the tyres are at their optimum operating temperature.

VEHICLE DATA AND GLOSSARY

SERVICE PRODUCTS, FLUIDS AND CAPACITIES

Service Products

The following table provides the fluid specification for the McLaren P1™ GTR.



WARNING: When handling, storing and disposing of any service products, please observe the relevant regulations. Failure

to do so could endanger people and the environment. Do not allow service products to come into direct contact with your eyes or open wounds. Contact a doctor immediately if any service product is swallowed.



ENVIRONMENTAL: Dispose of service products in an environmentally responsible manner.

System	Specification	Capacity
Engine Oil	Mobil 1 New Life 0W-40 engine oil	8.0 litres
Transmission oil	Neo Synthetic RHC 75w90	4.5 litres
Clutch	Pentosin FFL-4	10.0 litres
Clutch Actuator	Pentosin DOT 5.1 hydraulic fluid	0.5 litres
Fuel	Mobil Hyperflow Turbo Ultimate 102	57 litres



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