



Innovation
that excites

NISSAN
GT-R



**50 YEARS OF BRILLIANCE.
50 YEARS OF HERITAGE.**





**A SUPERCAR,
THAT SCULPTS THE WIND.**

Rather than being designed to the demands of aerodynamics, the GT-R sculpts the air to its needs, becoming a force of nature as well as a force to be reckoned with. Instead of treating it like an enemy, the GT-R makes it an ally by creating a vortex on the front fascia that sends swirling air to the wheels, cooling the breaks and enhancing efficiency.

MILLIMETER BY MILLIMETER, SHAPED TO PERFECTION.

Obsession to detail means scrutinising even the smallest item. A 1% energy loss found around the C-pillar was enough for the GT-R's fanatical engineers to redesign the pillar and create a cleaner design.

The captivating detail in the blue rims adds to the design and beauty of this supercar.



THE AIR CAN'T BELIEVE ITS EYES.

You see a new GT-R. With an undeniable presence and stance. But to the air, it looks like a low-slung, mid-engine exotic with barely room for two, let alone four. The Nissan GT-R team spent two years at the Lotus Group's rolling-road wind tunnel in Europe and 1.5 in Yoshitaka Suzuka in Japan to bring the secrets of supercar aerodynamics to the street.

0,26 COEFFICIENT OF DRAG (Cd)

Today, with a canard-shaped lip on the front fascia, a re-shaped C-Pillar and extensions on the lower rear bumper, the GT-R slices through the air.

160 KG AERODYNAMIC DOWNFORCE

A redesigned front spoiler, reinforced hood and reshaped side sills, all deliver increased downforce for more grip and superior airflow and cooling management: racing technology gives a first-rate feeling of stability, confidence and control.



ALL NEW STANDARD LIGHTWEIGHT TITANIUM EXHAUST ENHANCES COOLING.

REAR SPOILER CREATES DOWNFORCE TO INCREASE TRACTION.

REINFORCED HOOD TO RETAIN SHAPE AND SMOOTH AIRFLOW AT HIGH SPEEDS.

INCREASED GRILL OPENING ADDS AIRFLOW TO AID ENGINE COOLING.



RESHAPED HOOD

Longer with reshaped scoops to increase airflow to engine compartment.



REINFORCED HOOD

Stiffened to retain shape at high speeds and increase downforce.



REDESIGNED SIDE SILL

Prevents air being drawn under vehicle to enhance crosswind stability and increase downforce.



C-PILLAR LENGTHENED

Prevents vortex from being created for cleaner airflow around upper body.



REAR BUMPER LIP

Reduces drag at the end of the vehicle to help the exhaust run cooler.



IT STAYS WITHIN THE LINES.

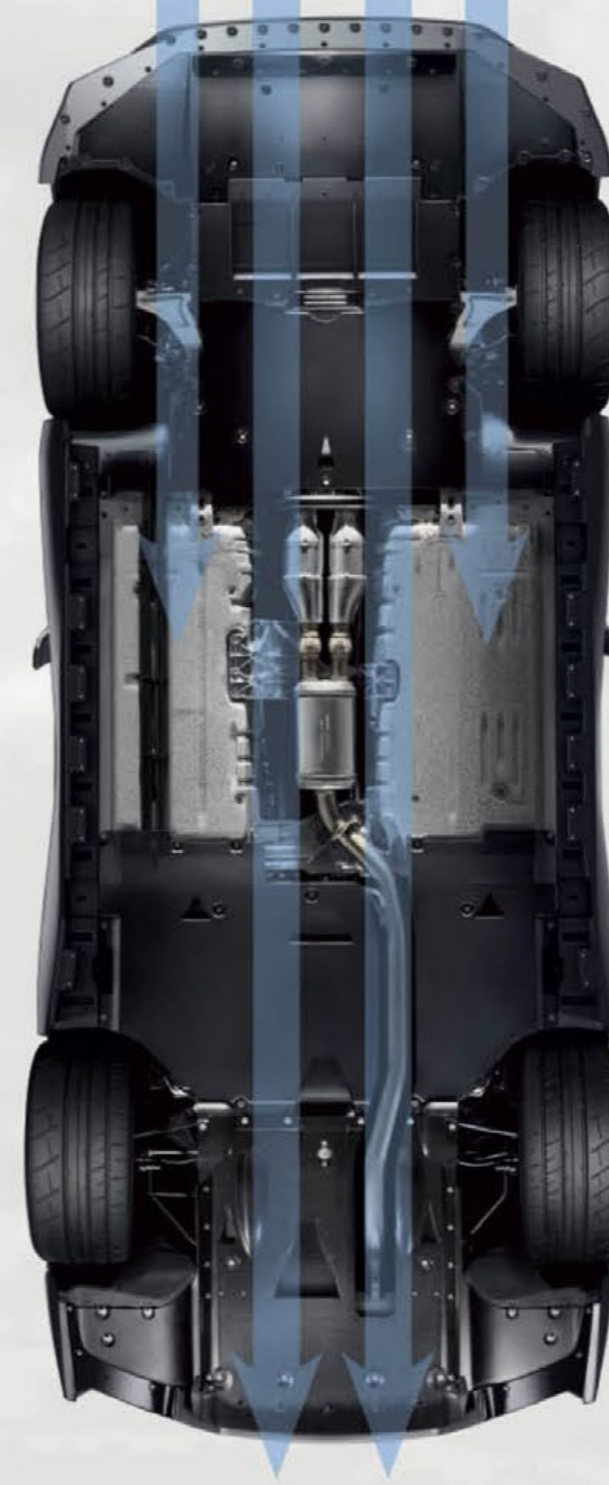
Look closely and you can see the obsession: subtle changes for 2017 that enhance confidence, control and stability.

OVER

UNDER

IT BREAKS ALL THE RULES.

What you can't see is equally impressive. Air underneath the body is used to create downforce, pulling the GT-R to the road and helping to cool key components.



HEAT-RESISTANT UNDERCOVER

Helps accelerate air underneath the vehicle to cool and create downforce.

IMPACT-RESISTANT POLYPROPYLENE FRONT UNDERCOVER

Helps protect components and direct air towards the rear.

OPEN AIR SECTION

Key components, including parts of the exhaust, remain open for maximum cooling.

POLYCARBONITE REAR UNDERBODY PANEL

Helps accelerate air underneath the vehicle to cool and create downforce at rear axle.

TRANSAXLE UNDERCOVER

Heat-resistant Carbon-Sheet Molding Compound helps create downforce and adds stiffness.

EXHAUST AIR GUIDE DUCT

Draws in air to help cool transaxle and exhaust.

REAR DIFFUSER

Drives under-car flow. Increases downforce.

CARBON FIBER REAR DIFFUSER TRAY

Carbon fiber helps accelerate air underneath and away from the GT-R to cool and create downforce.



**CREATING A SEAMLESS EXPERIENCE
THE MOMENT YOU GET IN.**

It's a supercar that takes your breath away – even when sitting still. From a tradition of craftsmanship comes the GT-R's dashboard, made from a single Nappa leather hide, hand-selected for tone and free of the slightest imperfection. Gently folded, the piece requires less padding, which improves your view, saves weight and creates a stunning work of art.

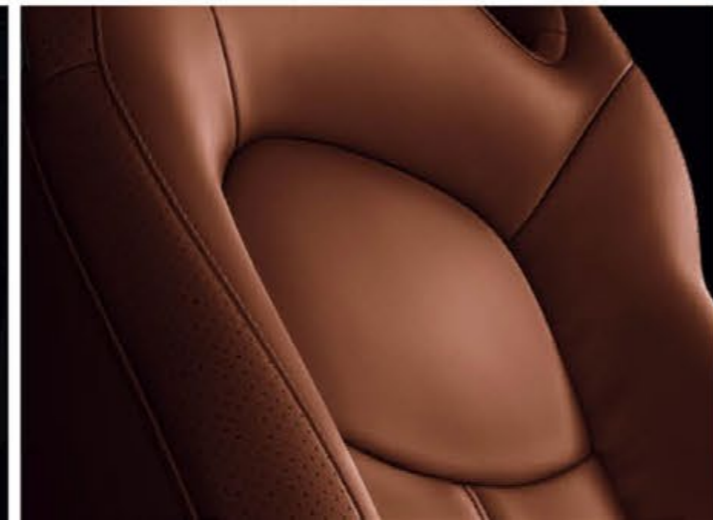


COMPLETELY CAPTIVATING.
EVEN AT REST.

DECADES TO PERFECT. GRATIFICATION IN AN INSTANT.

There's mastery in every detail in the GT-R. Turn an air vent designed and developed by a quality expert to operate flawlessly for years. Rotate a switch, subtly etched on the outside to enhance its feel or follow the perfect path of hand stitching around the supple leather trims – it's an elevating experience. Luxury sits comfortably with performance.

Take the GT-R front seats – lighter to enhance the power-to-weight ratio, redesigned for more comfort and support and available in semi-aniline leather.



ARTFULLY STATE OF ART.

GT-R's 11-speaker Bose® audio system was designed with the vehicle itself. The die-cast aluminium structures in the doors and behind the rear seats not only make the car incredibly rigid, they also provide an ideal mount for the speakers to guarantee optimum sound. The dual subwoofers between the rear seats were specially developed for the GT-R too, precisely angled to work with the sound of the car itself and use the trunk as a giant bass enclosure.

4 SEATS

Music to the ears of anyone who carries more than one passenger: GT-R proves that real-world practicality and staggering performance get along very well. With a usable rear seat and spacious trunk, the GT-R could be more than your supercar – it could be your only car.

LCD SCREEN
Completely redesigned for 2017, the GT-R's large 8" multi-touch screen puts all the information you need in a single location, including audio, navigation and the driver-configurable Multi-Function Display system.

MODE DYNAMIC SYSTEM
For road, track and almost anything in between: GT-R's 3-mode system features three switches to allow on-the-fly adjustment of specific parameters for transmission, suspension and VDC stability control. Supercar performance with amazing flexibility - at the touch of a switch.

DISPLAY COMMANDER
The Display Commander lets you dial in your world and control key functions through the 8" multi-touch screen. Just rotate the dial or push it to the left or right to scroll through all the menus and move selections around the screen



ERASING THE LINE WHERE THE DRIVER ENDS AND THE GT-R BEGINS.

Special attention to detail makes the Nissan GT-R feel instantly familiar. Reduced by half, the hard switches and controls are easy to access, simple to use and intuitively designed to minimise time looking away from the road and maximise the pure enjoyment of the drive.

CUSTOM VIEW 1

Keep an eye on the engine by viewing turbo boost, oil temperature and pressure.



CUSTOM VIEW 2

Feel the force. Monitor Acceleration Gs, turbo boost and throttle position.



CUSTOM VIEW 3

Go the distance. Keep track of current and historical fuel economy as well as range.



CUSTOM VIEW 4

Ideal for heavy-duty driving. Monitor coolant, oil and transmission fluid temperatures.



CUSTOM VIEW 5

Keep tab of chassis dynamics including cornering and overall Gs and brake pedal usage.



FACTORY PRESET STOPWATCH

Activated by steering wheel controls, so that you can keep your hands on the wheel.



VIRTUAL MEETS REALITY.

Like everything else in the GT-R, Nissan has rethought the way the driver receives information. Multiple, easily accessed screens generate immediate feedback on key performance parameters.

Proof of the GT-R's dedication to performance is the factory preset screen: a stopwatch activated from the steering wheel. You can even store your track times on a flash drive using the two USB ports in the centre console.

Five customisable parameters allow you to organise key information on engine performance, acceleration and braking G forces to suit your taste.



VISION. DEDICATION.
PASSION.



THE ART OF THE HAND-FORMED EXHAUST.

In an era of mass production, the GT-R demonstrates the infinite value of handcrafted expertise. Because of the engine's prodigious output, enhanced cooling was needed to develop the exhaust. The solution was to use Titanium – a metal that's notoriously difficult to work with.

The GT-R's standard Titanium exhaust pipe is hand-built by honed specialists and personally fitted to each car: a true piece of performance art.

A high heat finish on the exhaust tips to re-inforce the high performance of GT-R by emitting high temperature gases through the Titanium exhaust system.



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IT SHIFTS THE WORLD OF TRANSMISSIONS IN JUST 0.15 SECONDS.

The longer a shift takes, the less time power is being put to the ground. So for maximum acceleration, the GT-R's paddle-shifted 6-speed sequential dual-clutch transmission snaps off gear change in just 0.15 seconds in R-Mode – almost as quick as a blink.



Two clutches. No clutch pedal. A lightening-quickshift. Inside Nissan GT-R's 6-speed dual-clutch transmission, the clutches work together. When the car's in an odd-numbered gear (1st, 3rd, 5th), the even-numbered gear (2nd, 4th, 6th) is "preselected" and ready to make the shift immediately. The transmission is so smart, it even "blips" the throttle on downshifts to match rpm. Your left leg may not get much exercise, but you'll have great fun shifting the GT-R.

ENGINE

Racing-tech of High-efficiency turbo was installed. In acceleration scene (highway, hill climb), G response is improved. Improvement of Turbocharger response by new abradable seal from the FIA GT3 Racing car. Abradable seal is mainly used in racing engines which provides optimum clearances and efficiencies. Adoption of new Turbocharger from FIA GT3 Racing car to NISMO to 20MY & 50th with 5% response improvement

Power at your fingertips: re-designed steering wheel mounted paddle shifters help ensure that a rapid-fire shift is always easily within reach - regardless of wheel position.



0.15 SECONDS

550 HORSES ALL RUNNING IN THE SAME DIRECTION.

The GT-R combines massive grip with the refinement of a true Grand Touring machine. The suspension filters out bumps and noise while still telling you everything you need to know. Steering effort is reduced at lower speeds for easier in-town manoeuvring, while still delivering the precision you want. It all adds up to a supreme balance – an adrenaline rush and feeling of absolute confidence as you charge out of a turn with 550 thoroughbred horsepower and perfect control at your fingertips.

The Nissan GT-R's ground-hugging aerodynamics and powerful brakes allow it to carry speed much later into the turn. But the real key to its quickness is the All-Wheel Drive's ability to put the power down much sooner in a corner. Rear-Wheel Drive cars usually require the driver to wait until they exit the corner before applying power.



DYNAMIC



BALANCE

Some consider a static 50/50 balance to be the perfect weight distribution for handling. But Nissan engineers discovered that something closer to a 54 front/46 rear static ratio is ideal. At the precise moment the driver accelerates out of a corner's apex, the weight distribution shifts rearward and becomes an approximate 50/50 balance. This translates into enhanced tyre contact for better acceleration, quicker turns and a handling feel that's uniquely GT-R.

THE SECRET OF SPEED IS MUCH MORE THAN HORSEPOWER.

Horsepower and torque are important, but awe-inspiring braking power and handling are the real secrets to rapidity. Look beyond the sheer size of the 390 mm front and 380 mm rear brake rotors, and you'll see that Nissan has brought some of the biggest ideas in racing to this extraordinary road car.

The brakes feature 6-piston front and 4-piston rear callipers for stronger, more even clamping power – something you'd expect to see on an all-out competition machine. For extreme rigidity with light weight, the calliper is machined from a single "monoblock" of aluminium.

Heat is the enemy of any braking system. It's not uncommon to see racecar rotors glowing bright red. The Nissan GT-R's cross-drilled rotors feature ingenious, diamond-shaped ventilation ribs to pull away heat, while a full-floating rotor allows the outer disc to expand away from the hub, helping reduce the tendency of the rotor to warp.

Highly improved brake feel due to improvements made on the brake booster, less pedal stroke/input for more braking feel/power similar to a carbon ceramic disc.

The lightest wheel in R35 history on the standard road car with the highest rigidity.



Even the design details of the GT-R's Dunlop SP Sport MAXX GT600 DSST CTT high-performance run-flat tyres are obsessive: a tiny block of rubber added to one of the treads combats tread squirm and gives a more confident, precise feel at the wheel.



ONE SUPERCAR THAT CAN HANDLE ANYTHING

The GT-R has one of the most advanced All-Wheel Drive systems ever used in a road car to help control the power provided to all four wheels. Combined with an equally advanced stability control system, the result is a superior sense of confidence and more driving days in your calendar.

Biased performance. Instead of the traditional 50/50 torque split between front and rear axles, the Nissan GT-R's electronically controlled All-Wheel Drive system is designed to provide up to nearly 100% of available torque to the rear wheels and send up to 50% of torque to the front wheels. This provides the steering feel and response of a Rear-Wheel Drive vehicle – the preferred choice of racing car drivers and serious enthusiasts – while still giving the confidence and control that only an All-Wheel Drive vehicle can offer.



ENGINE

VR38 Twin Turbo Engine

An engine designed to answer the demands of a supercar for the 21st century, the VR38 is high-performance, while still being fuel efficient and conscious of the environment.

IHI Integrated Turbocharger

An IHI turbocharger is mounted on each bank of the engine. By combining the exhaust manifold and turbocharger into a single unit, the amount of intake and exhaust is optimised. A larger intercooler is installed for more efficient cooling. To ensure there is no turbo lag as torque rises, high-precision electronic controls are employed.

550 HP

 THE PERFECT BLEND OF SIZE AND POWER.

Closed Deck and Ladder Frame Structure

The cylinder block features a closed deck for strength. For added strength, a ladder frame structure was also adopted to give the crankshaft added support, important with the engine's massive torque. Magnesium alloy was selected for the oil pan and rocker cover for its light weight and strength.

Independent Intake and Exhaust System

For higher horsepower and better response than a naturally aspirated engine, each side of the VR38 features its own turbocharger, intercooler, and catalyst. By employing an independent intake and exhaust system for each side of the V6, intake air flow is increased and exhaust back-pressure is decreased.

Plasma Coating Bore

Innovative plasma-sprayed bores are used in each cylinder instead of traditional cast-iron liners. This enhances cooling, reduces friction and weight, while maximising horsepower and increasing fuel-efficiency. Compared to the cast-iron liner, the overall weight decreased by approximately 3 kg.

Oil Cooler with Thermostat

For optimal control of engine cooling, the VR38 features a thermostatically controlled oil cooler system. A scavenger pump is employed to help keep oil flowing to the turbochargers, even during the strong lateral Gs experienced on a race track.

TRANSMISSION

The GT-R's Premium Midship (PM) platform layout places the transmission, transfer case and final drive at the rear of the vehicle without the use of traditional torque tubes, allowing the suspension to operate independently and optimising tyre grip at each corner.

This enables the use of the world's first independent rear transaxle All-Wheel Drive system. To further enhance handling, the input and output shafts are slanted and flattened out, to lower the centre of gravity.

Aggressive automatic shift in A range/ R mode:

- Improved acceleration and deceleration in optimum gears
- Quicker corner approach and escape due to Adaptive shift control (ASC)
- ASC learn customer behavior and is adapt according to customer driving style even in R mode to make it more comfortable when driving in a city scene.



Dry Sump

Lubrication System

To ensure stable lubrication for the transmission even when cornering at high Gs, a dry sump lubrication system is employed. The system sprays transmission oil directly onto the gears, reducing friction and increasing reliability.

GR6

THE WORLD'S FIRST INDEPENDENT REAR AWD TRANSAXLE.

ATTESA E-TS All-Wheel Drive System

The ATTESA E-TS is a Rear-Wheel Drive biased system that can vary torque split from 0:100 to 50:50 depending on speed, lateral acceleration, steering angles, tyre slip, road surface and yaw rate. A GTR specific yaw-rate feedback control measures the differences between the target yaw rate calculated from steering angle and actual yaw rate detected by the yaw-rate sensor and G sensor and adjusts torque bias to help follow the driver's intended line.

AERODYNAMICS PERFORMANCE



Towards Ultimate Aerodynamics

Inspired by Nismo, GT-R's shape has been modified and updated with body parts designed to minimise drag and maximize cooling-airflow for premium efficiency in all conditions.

- Front Under Spoiler
- Front Opening
- Hood
- Sidesills
- C-pillar
- Rear side bumper

Aerodynamics featured prominently in the development of the GTR. Generally, the lower the coefficient of drag (the resistance to air), the lower the downforce, which aids grip and handling. Thanks to the GT-R's Premium Midship Package, the GT-R was able to create a strong downforce while capping the Cd at 0.26. And by using aerodynamics to actively cool the powertrain and brakes, a better overall performance was made possible.

BODY

Multi-material Body Structure

The GT-R's body gets maximum strength from Carbon Aluminium Die-cast Steel, a combination of carbon fiber, die-cast aluminium and steel.

For structural rigidity, aluminium die-cast door inner panels are employed to decrease the amount of deformation during a crash. Die-cast aluminium is also used for the front strut housing and in the front suspension. For added structural rigidity, the suspension's strut tower bar is made of a lightweight carbon composite containing aluminium honeycomb.

Anti-chipping Body Coating and Scratch Shield

At the velocity the GT-R can attain, even the smallest stones can cause extensive damage to the vehicle's finish. To keep the GT-R looking new, models finished feature an innovative anti-chipping coating applied to the top of the front grille and the front of the rear fender – the two places most prone to chipping during driving, the body and bumper. In addition, a double clearcoat helps protect the finish. Vehicles finished in Deep Blue Pearl, Gun Metallic, Katsura Orange, Pearl White, Black Pearl, Solid Red and Super Silver feature a Scratch Shield, a clearcoat that is more scratch resistant compared with conventional clearcoats, helping a vehicle maintain its new look for a longer period of time. The paint also repairs fine scratches, restoring a vehicle's surface close to its original state. For the new GT-R, visual appeal is heightened with the addition of a new body colour called Katsura Orange.

LED

 SUPER-WIDE-BEAM HEADLIGHTS. A REVOLUTION IN ILLUMINATION.


Developed exclusively for GT-R, the new headlights feature four LED units to create an extremely natural light, replicating daylight, while also offering increased illumination. The super-wide-beam headlights expand the area of illumination toward the sides of the front of the car, enhancing visibility, especially when cornering. The super-wide-beam's range is so expansive that front fog lights are no longer necessary. And the three supporting reflectors illuminate a large area of the side of the car without blinding oncoming traffic.

Hyper LED Driving Lights

For greater visibility from other vehicles, the GT-R features Hyper LED Driving Lights. Despite their compact size, the LED lights are highly visible, even in broad daylight.

WHEEL

The lightest wheel in R35 history on the standard road car with the highest rigidity.

HANDLING

Suspension has been stiffened up to improve high speed steering effort with less steering correction. 3% Improvement on Yaw rate in R mode meaning less body movement during sharp cornering.

CHASSIS

Handling duties are managed by a sophisticated 4-wheel independent suspension system mounted to high-precision 6-point front and rear subframes. A special Bilstein DampTronic driver adjustable shock absorber system utilizes multiple vehicle information systems to provide appropriate damping forces and a high level of control for a variety of driving situations.

Chassis development also has been continued for 2016, enhancing the sense of "grabbing the road" and enhanced high-speed handling. The front suspension link bush location has been changed, and with a new anti-roll bar the front roll-centre height has been reduced, along with a change in spring and shock absorber specifications to lower the centre of gravity.

The DampTronic system features three driver selectable settings - Normal; Comfort, for maximum suspension compliance; or R for sporty driving. For 2016, the suspension tuning has been revised to provide a smoother, more refined ride that also enhances the tyres' ability to remain in contact with the road. The system is exceptionally advanced - the electronic controller of the damping force optimally manages 11 types of vehicle data.

The GT-R runs on Dunlop SP Sport Maxx GT 600 DSST CTT ultra-high performance runflat nitrogen-filled tyres designed to match the suspension characteristics. Standard tyre sizes are 255/40ZRF20 front and 285/35ZRF20 rear. Taking advantage of GT-R's anytime, anywhere capability.



The new Nissan GT-R's rigid forged aluminium 20-inch wheels, manufactured by RAYS, utilize knurling inside the wheels helps keep the tyres from slipping around the wheels under heavy acceleration or braking. The wheels feature a premium dark (near black) finish, which provides a high-quality, high-performance look.

380mm ROTORS

Callipers MACHINED FROM A SINGLE "MONOBLOCK" OF ALUMINIUM.

BRAKING

Highly improved brake feel due to improvements made on the brake booster ... less pedal stroke/input for more braking feel/power similar to a carbon ceramic disc.



Stopping power is provided by a high-performance braking system developed by Nissan for the GT-R. The system features Brembo monoblock 6-piston front and 4-piston rear callipers. 390 mm front and 380 mm rear Brembo full-floating crossdrilled two-piece rotors and lowsteel high-stiffness brake pads minimize fade and provide intense stopping performance. The callipers utilize racecar-style radial mounting to minimize calliper flex during extreme braking.

SETUP SWITCH

The heart of the GT-R's anytime, anywhere performance, the system allows adjustment of the settings at a touch of a fingertip. The transmission, shock absorbers and VDC stability control can each be shifted into three modes: 'R' mode, 'NORMAL' mode and individual modes for each system. Combined with the choice of automatic or manual shifting, these modes give the driver exhilarating performance and control, whether on the circuit, on the highway in the rain or snow, even on rough road surfaces on



STREET TO TRACK AT YOUR FINGERTIPS.

COCKPIT

The combination uses meshing gears as its motif. The tachometer is placed in the centre, with the large-scale shift indicator on the upper right. Supports the driver with immediate readability when driving on the circuit.



SO ADVANCED, IT CAN EVEN MAKE YOU A BETTER DRIVER.

Multi-Function Meter

On the centre display, a 8-inch wide LCD monitor, the multi-function meter, displays the vehicle condition and driving log. For example, when driving on a circuit, the system gives the driver mechanical information to have complete knowledge of the condition of the car. The braking and steering display shows the corresponding log on lateral G and vertical G for 20 seconds. A recording feature with playback lets the driver see how they were able to control the car during cornering, or how much unnecessary movement took place- information that can be used to improve driver technique.

SOUND MANAGEMENT

To elevate your drive Active Noise Cancellation helps remove unwanted powertrain noise in the cabin. Combined with available Active Sound Enhancement that helps smooth out and enhance the engine note in the cabin, you can savour the sound of the GT-R like never before.

EXHAUST SOUND CONTROL**TITANIUM EXHAUST WITH CITY SETTING.**

There may be times when you'd like to attract less attention to the GT-R's potent exhaust note. A control in the cabin operates a bypass valve that significantly reduces outside exhaust volume-ideal in crowded or urban settings.

ACCOUSTIC DAMPENING

The new GT-R employs numerous features to reduce unwanted noise. The windshield has been acoustically tuned to absorb unwanted frequencies, as well as noise-absorbing insulation behind the instrument panel. In addition, a fender liner has been added at the rear wheels to reduce unwanted tyre noise.



Black/Red Amber semi-aniline leather Prestige shown

SAFETY

We want to give you confidence in every area of your drive. The Nissan Safety Shield® philosophy is a comprehensive approach to safety that guides the engineering and development of every vehicle we make.

VDC

VEHICLE DYNAMIC CONTROL
GT-R's advanced Vehicle Dynamic Control (VDC) system helps you stay on your R-Mode steered path and actually sends more power to the appropriate wheels when it senses oversteer or understeer too, helping you drive with superior power and control.

TCS

TRACTION CONTROL SYSTEM
All the power in the world is useless if you can't get any grip. So when TCS senses drivewheel spin, it responds by helping reduce throttle, which helps you both regain grip and maintain control.

ABS

ANTI-LOCK BRAKING SYSTEM
In sudden-braking situations, ABS pumps the brakes quickly to help prevent wheel lockup and help you keep control.

EBD

ELECTRONIC BRAKE FORCE DISTRIBUTION
GT-R's Electronic Brake force Distribution (EBD) monitors weight distribution and adjusts rear brake force to compensate for added weight from passengers, or cargo.

ZONE BODY CONSTRUCTION

SURROUNDING YOU WITH STRENGTH.
Sometimes a collision is unavoidable. But Nissan's Zone Body construction makes it safer for everyone on board. Combining impact-absorbing structures with a high-strength cabin, this advanced body construction provides maximum protection for you and your passengers.

**SEAT BELTS WITH PRETENSIONERS**

SEAT PRETENSIONERS
Pretensioners help tighten the front seat belt when the front air bag deploys. And if your body puts too much force on the belt, load limiters give a bit.

6

STANDARD AIR BAGS

ADVANCED PROTECTION
The Nissan Advanced Air Bag System has dualstage supplemental front air bags with seat belt and occupant classification sensors. GT-R also comes with supplemental front seat-mounted side impact airbags and roof-mounted curtain side-impact airbags for front occupant head protection.



GT-R CHOOSE YOUR EXTERIOR COLOUR



Katsura Orange_M_EBC*



Vibrant Red_S_A54*



Pearl Blue_M_RAY*



Gun Metallic_M_KAD



Pearl Black_M_GAG*



Pearl White_M_QAB*



Ultimate Silver_SP_KAB*



Bayside Blue
50th Edition_SP_RCB*



Super Silver
50th Edition_SP_KAB*



Pearl White
50th Edition_SP_QAB*

*Anti scratch
M = METALLIC
S = SOLID
SP = SPECIAL PAINT

GT-R CHOOSE YOUR INTERIOR COLOUR



Black Samurai semi-aniline leather.
Prestige



Black/Saddle Tan semi-aniline leather.
Prestige



Black/Red Amber semi-aniline leather.
Prestige



Black leather/red inserts, contrast stitching.
Black Edition



Hai Gray semi-aniline leather.
Prestige



50th Anniversary semi-aniline leather.
50th Anniversary



DIMENSIONS

A: Overall Length: 4710MM

B: Wheelbase: 270MM

C: Overall width: 1895MM

D: Overall height: 1370MM



Model		PREMIUM EDITION	BLACK EDITION	50 th Anniversary Edition
ENGINE				
VR38DETT – 3.8-liter twin-turbocharged 24-valve V6		•	•	•
Power	kw @ rpm	408kW @ 6800rpm	408kW @ 6800rpm	408kW@6800rpm
Torque	Nm @ rpm	632Nm @ 3300-5800rpm	632Nm @ 3300-5800rpm	632Nm@3300-5800rpm
Cylinder bore x stroke	mm	95.5 x 88.4mm	95.5 x 88.4mm	95.5 x 88.4mm
Top speed	km/h	315 km/h	315 km/h	315 km/h
Continuously Variable Valve Timing Control System (CVTCS) on intake valves		•	•	•
Aluminium cylinder block with high-endurance/low- friction plasma-sprayed bores		•	•	•
Aluminium pistons		•	•	•
Nissan Individual Ignition-timing Control System with iridium-tipped spark plugs		•	•	•
Electronic drive-by-wire throttle		•	•	•
Pressurised lubrication system with thermostatically controlled cooling and magnesium oil sump		•	•	•
Fully symmetrical dual intake and low back-pressure exhaust systems with high heat finished exhaust tips		•	•	•
Secondary air intake system to rapidly heat catalysts to peak cleaning efficiency		•	•	•
DRIVETRAIN				
ATTESA E-TS® All-Wheel Drive (AWD)		•	•	•
Rigid, lightweight carbon-composite main driveshaft		•	•	•
Electronic Traction Control System (TCS)		•	•	•
High-performance 1.5-way mechanical limited-slip rear differential		•	•	•
Advanced Vehicle Dynamic Control (VDC) with three driver-selectable modes (Normal, R-Mode, Off)		•	•	•
R mode_Superior Starting Performance (Launch Control)		•	•	•
Hill Start Assist (HSA)		•	•	•
TRANSMISSION				
Dry Sump GR6 Dual-clutch 6-speed transmission with three driver- selectable modes (Normal, R-Mode, Save)		•	•	•
Fully automatic shifting or full sequential manual control via steering-wheel mounted paddle shifters		•	•	•
Adaptive Shift Control (ASC) with Downshift Rev Matching		•	•	•
BRAKES				
Nissan/Brembo® braking system – 4-wheel disc brakes, 390mm front and 380mm rear two-piece floating-rotors		•	•	•
Super-rigid 6-piston front/4-piston rear monoblock callipers		•	•	•
SUSPENSION / STEERING				
Symmetrical Sport Tuned suspension		•	•	•
Front suspension – Independent double-wishbone with aluminium arms		•	•	•
Rear suspension – independent multi-link with aluminium UPR/LWR arms		•	•	•
Bilstein® DampTronic® suspension system with three driverselectable modes (Normal, R-Mode, Comfort)		•	•	•
Hollow front and rear stabiliser bars		•	•	•
Carbon-fibre engine chassis brace		•	•	•
Improved Vehicle-speed-sensitive power steering (More direct feel)		•	•	•
2.4 steering-wheel turns lock-to-lock		•	•	•

Model		PREMIUM EDITION	BLACK EDITION	50 th Anniversary Edition
CONVENIENCE				
Nissan Intelligent Key® with Push Button Ignition		•	•	•
Bluetooth® Handsfree Phone System		•	•	•
Rearview monitor with front and rear parking sensors		•	•	•
Dual Zone Automatic Temperature Control (ATC)		•	•	•
In-cabin microfilter		•	•	•
Remote keyless entry with trunk release		•	•	•
Cruise control with steering-wheel-mounted controls		•	•	•
Telescopic steering column with integrated gauges		•	•	•
Variable intermittent flat-blade rain sensing windshield wipers		•	•	•
Dual illuminated visor vanity mirrors		•	•	•
Auto-dimming inside rearview mirror		•	•	•
AUDIO/NAVIGATION/PERFORMANCE MONITOR				
Digital BOSE® AM/FM/CD audio system with 11 speakers, including dual subwoofers		•	•	•
BOSE® Active Noise Cancellation (ANC) & Active Sound Control (ASC)		•	•	•
MP3/WMA CD playback capability		•	•	•
2x USB connection port for iPod® interface and other compatible devices		•	•	•
Steering-wheel-mounted audio controls and speed- sensitive volume control		•	•	•
Multi-function switch (IT Commander)		•	•	•
Driver-configurable 8" Multi-Function Display system with lap timer		•	•	•
Nissan SD card based Navigation System		•	•	•
SEATING/APPOINTMENTS				
Semi-aniline leather-appointed front seats (Four colour options)		•	-	Twilight grey (Exclusive)
French Hand-stitched leather-trimmed interior		•	-	•
Black and Red Recaro® leather-appointed front seats		-	•	-
Black and Red interior treatment		-	•	-
Black and Red door inner grip, front seat perforation and shift knob with black roof headlining		-	•	-
Exclusive 50th Anniversary package: Semi-aniline leather appointed front seats & Alcantara rooflining with quilted centre feature		-	-	•
50th Anniversary appointments (Kickplate, Centre console & Instrument cluster)		-	-	•
8-way power driver's seat		•	•	•
Heated front seats		•	•	•
Rear Seats		•	•	•
Handcrafted Nappa leather covered dashboard		•	•	•
Leather-wrapped steering wheel and gearshift knob		•	•	•
Aluminium-trimmed pedals		•	•	•
SAFETY/SECURITY				
Hood-buckling creases and energy-absorbing steering column		•	•	•
4-wheel Anti-lock Braking System (ABS) with Electronic Brake-force Distribution (EBD) and Brake Assist (BA)		•	•	•
Tyre Pressure Monitoring System (TPMS)		•	•	•
Nissan Vehicle Immobiliser System and Vehicle Security System (VSS)		•	•	•
WHEELS/TYRES				
New 20 Spoke Lightweight RAYS® aluminium forged-alloy wheels: 20" x 9.5J" (front), 20" x 10.5J" (rear)		•	•	•

Model		PREMIUM EDITION	BLACK EDITION	50 th Anniversary Edition
WHEELS/TYRES CONTINUED				
Blue stained Alloys with 50th Anniversary diamond cut label (Bayside Blue Exterior colour only)		-	•	•
Exclusively developed tyres, nitrogen-filled at factory: 255/40ZRF20 (front), 285/35ZRF20 (rear)		•	•	•
Dunlop® SP Sport MAXX GT600 DSST CTT high- performance run-flat tyres		•	•	•
Blue tint and 50th Anniversary laser engraving		-	-	Bayside blue model (only)
BODY CONSTRUCTION/AERODYNAMICS				
Premium Midship (PM) platform with hybrid unibody		•	•	•
Aluminium hood, trunk lid and outer door skins		•	•	•
Die-cast aluminium front shock towers, inner roof and inner door structures		•	•	•
Carbon-composite front crossmember/radiator support		•	•	•
Coefficient of drag - 0.26		•	•	•
Body-colour rear spoiler		•	•	•
STYLING/FUNCTIONALITY				
Super-wide-beam LED auto-on/off headlights; LED Daytime Running Lights; LED taillights & brake lights		•	•	•
Adaptive front lighting system (AFS) - Highway mode		•	•	•
Dual heated body-colour power outside mirrors		•	•	•
Power folding outside mirrors		•	•	•
Acoustic Windshield		•	•	•
Titanium exhaust muffler with Active Sound Enhancement/Control (ASE/ASC)		•	•	•
High-heat finished exhaust tips		•	•	•
Exterior 50 th Anniversary appointments (Rear located emblem & Decal set)		-	-	•
Sporting exterior stripes		-	-	•
Diamond cut alloy logo		-	-	•
Center console 50 th plaque		-	-	•
Meter 50 th plaque		-	-	•
Seat back 50th embossing		-	-	•
50 th kick plate plaque		-	-	•
EXTERIOR DIMENSIONS				
Wheelbase	mm	2780	2780	2780
Overall length / width / height	mm	4710 / 1895 / 1370	4710 / 1895 / 1370	4710 / 1895 / 1370
CAPACITIES				
Luggage capacity	ℓ	317	317	317
Fuel tank capacity	ℓ	74	74	74
ECONOMY / EMISSIONS				
CO ₂ Emissions	(g/km)	275	275	275



Nissan's commitment to the environment

Nissan's environmental philosophy embraces people, vehicles and nature. In the pursuit of a sustainable mobile society, the Nissan Green Program aims to reduce the environmental impact of Nissan vehicles at every stage of the vehicle life cycle, while corporate activities address environmental challenges.

NISSAN'S commitment to quality: to provide all customers with a consistently high level of quality, Nissan applies the standard worldwide, to ensure that all Nissan owners enjoy peace of mind for the lives of their vehicles. The approach is based on quality from the customer's perspective on three key elements: 1. The expectation of a smooth driving experience with complete peace of mind. 2. The intangible appeal of a vehicle, its power to captivate and excite, with features that capture attention and imagination. 3. The level of attentiveness and service during the sales process, and long after the sale is concluded.

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NISSAN INTELLIGENT MOBILITY

Intelligent Mobility guides everything we do. We're using new technologies to transform cars from mere driving machines into partners. Together the journey is more confident, connected, and exciting. Whether it's cars that share the task of driving with you, or highways that change your EV as you go along. It's all in the very near future. And it's a future already taking shape in the Nissan you drive today.



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