



Innovation
that excites

GT
R





THE VIEW SEEN BY THE COMPETITION FOR ALMOST 50 YEARS

Ground-breaking performance has been at the heart of all six generations of the GT-R. The signature round rear lights – inspired by jet aircraft afterburners – are a fierce reminder of the serious intent and legendary capability that has been designed into every GT-R since the very beginning.





MASTERY FROM START TO FINISH

To see pure passion, the GT-R's true Japanese DNA, simply lift the bonnet. Only five master craftsmen in the world are allowed to hand-assemble the GT-R's engine. They are known as Takumi – a Japanese term for a master craftsman – with skills perfected over years of painstaking work and dedication. With over 100 years of combined engine-building experience between them, their passion is very, very strong.

Each GT-R engine is assembled by a single Takumi – and proudly bears a plaque carrying their signature. A guarantee of exceptional skill, each Takumi inspects every piece for quality and precision: "We put our souls into each engine, hoping to deliver that excitement to our customers."

TAKUMI
ENGINE



MASTERY FROM 0 TO 196 MPH

To create a vehicle that excels on the road and on the track, in any kind of weather, whilst being as rewarding to drive for a novice as a seasoned professional, we brought together our AS Class drivers – the top development drivers at Nissan.

Each driver contributed specialist skills that played a key role at each stage of development, from the autobahn expert who drives at speeds exceeding 180 mph to the expert who tested GT-R's refinement when faced with real-world bumps, potholes and manhole covers on the "Marketability Course". At the Nürburgring, where the challenges are very extreme, development was entrusted to drivers with thousands of laps under their belt – respectfully known as "ringmeisters" by insiders.



4 MASTER
DRIVERS



MILLIMETRE BY MILLIMETRE,
SHAPED TO PERFECTION.

An obsessive attention to detail means even the smallest item must be scrutinised. Wind tunnel testing of the GT-R found a disturbance in the airflow around the C-pillar. While the amount was small – a 1% energy loss – the GT-R's fanatical engineers redesigned the pillar to create a cleaner, more efficient design.

A LEGEND is not built on a lap time. Or a 0-60 number. It's built on obsessive attention to detail and a radical belief that a true supercar delivers performance in real-world conditions for anyone, anywhere, anytime. Perfectly refined yet brilliantly capable, in the right hands it can turn the automotive world on its head.

The new Nissan GT-R: The **ULTIMATE EVERYDAY SUPERCAR.**







CREATING A SEAMLESS EXPERIENCE
THE MOMENT YOU GET IN

It's a supercar that takes your breath away – even when sitting still. The GT-R's dashboard comes from a tradition of craftsmanship, made from a single piece of leather hand-selected for tone and free of even the slightest imperfection.

COMPLETELY CAPTIVATING
EVEN AT REST





SURROUNDED BY STYLE

There is mastery in every detail in the GT-R. Everything you see and touch is crafted with the highest level of care and attention, whether it is an air vent designed to operate flawlessly for years, or a switch that is subtly etched to enhance its feel. In the new GT-R, luxury and performance go hand-in-hand. The redesigned front seats are lighter than their predecessors as well as being refined for more comfort and support.



OUTSTANDING ACOUSTICS **FOR ALL ONBOARD**

The 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 great 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 boot as a giant bass enclosure.

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 two rear seats and a spacious boot, the GT-R can be more than your supercar – it can be your only car.

4 SEATS



HIGH RESOLUTION 8" TOUCH SCREEN

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

THREE-MODE SETUP SYSTEM

For road, track and almost anything in between: GT-R's three-mode system features three switches to allow on-the-move adjustment of the transmission, suspension and Vehicle Dynamic Control. Supercar performance with amazing flexibility - at the flick of a switch.

ROTARY CONTROL

The rotary control on the centre console lets you control key functions through the 8" touchscreen. Just rotate the dial or push it to the left or right to scroll through all the menus and easily select the option you require.



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

Special attention to detail makes the Nissan GT-R feel instantly familiar. The number of switches on the dashboard has been reduced from twenty seven to eleven, simplifying the layout. The controls are easy to access, simple to use and intuitively designed to maximise the pure enjoyment of driving.

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

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, overall Gs and brake pedal usage



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 stopwatch which is 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



IN THE OCEAN OF AIR
IT'S A SHARK.

THE ART OF THE HAND-BUILT EXHAUST

In an era of mass production, the GT-R demonstrates the value of hand-built expertise. In order to cope with the engine's prodigious power output, enhanced exhaust cooling was needed. The solution was to use titanium – a metal that's notoriously difficult to work with.

As well as improving cooling, the GT-R's new Titanium exhaust provides a richer, more exotic sound. It features a control in the cabin that lets you significantly reduce outside exhaust noise upon start-up – ideal in residential areas – or allows you to turn up the volume of the mighty twin-turbocharged V6 when you want to. A true piece of performance art.



ANYTIME, ANYWHERE

The GT-R combines massive performance 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 giving you the feeling of absolute confidence as you charge out of a corner with 555 PS and supreme control at your fingertips.

The Nissan GT-R's ground-hugging aerodynamics and powerful brakes allow it to carry speed much later into a corner. But the real key to its speed is the all-wheel drive ability to put the power down much sooner in a corner. Many powerful rear-wheel drive cars usually require the driver to wait until they exit the corner before applying the power to avoid upsetting the balance of the car. In contrast, the GT-R can power out of the corner sooner and faster.



DYNAMIC



BALANCE

Some consider a static 50/50 weight distribution to be perfect for handling. However, Nissan engineers have discovered that a 54 front/46 rear static ratio is ideal. When under hard acceleration, the weight distribution shifts rearward and becomes an approximate 50/50 balance. This translates into enhanced tyre contact for better acceleration, quicker corner and the sublime handling feel that the GT-R is renowned for.

IT'S ALL IN THE DETAIL

The GT-R is so much more than a low-slung supercar with an undeniable presence and stance. Every panel has been refined to work with the air, maximising downforce and minimising drag. The GT-R team spent two years at the Lotus Group's rolling-road wind tunnel in Europe and 18 months in Yoshitaka Suzuka, Japan to bring the secrets of aerodynamics to the street.

0.26 COEFFICIENT OF DRAG (Cd)

With a completely redesigned front fascia, a re-shaped C-Pillar and extensions on the lower rear bumper, the GT-R slices through the air with ease.

160 KG AERODYNAMIC DOWNFORCE

A redesigned front spoiler, reinforced bonnet 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 LIGHTWEIGHT TITANIUM
EXHAUST ENHANCES COOLING

REAR SPOILER CREATES DOWNFORCE TO
INCREASE TRACTION

REINFORCED BONNET TO RETAIN SHAPE
AND SMOOTH AIRFLOW AT HIGH SPEEDS

INCREASED GRILL OPENING IMPROVES
AIRFLOW TO AID ENGINE COOLING

OVER

Look closely and you can see the obsession; subtle changes on the new GT-R that enhance confidence, control and stability



RESHAPED BONNET

Reshaped scoops increase airflow to the engine compartment



REINFORCED BONNET

Stiffened to retain shape at high speeds and increase downforce



REDESIGNED SIDE SILL

Prevents air being drawn under the vehicle to enhance bonnet stability and increase downforce



SMOOTHER C-PILLAR

Prevents a vortex from being created for a cleaner airflow around the upper body

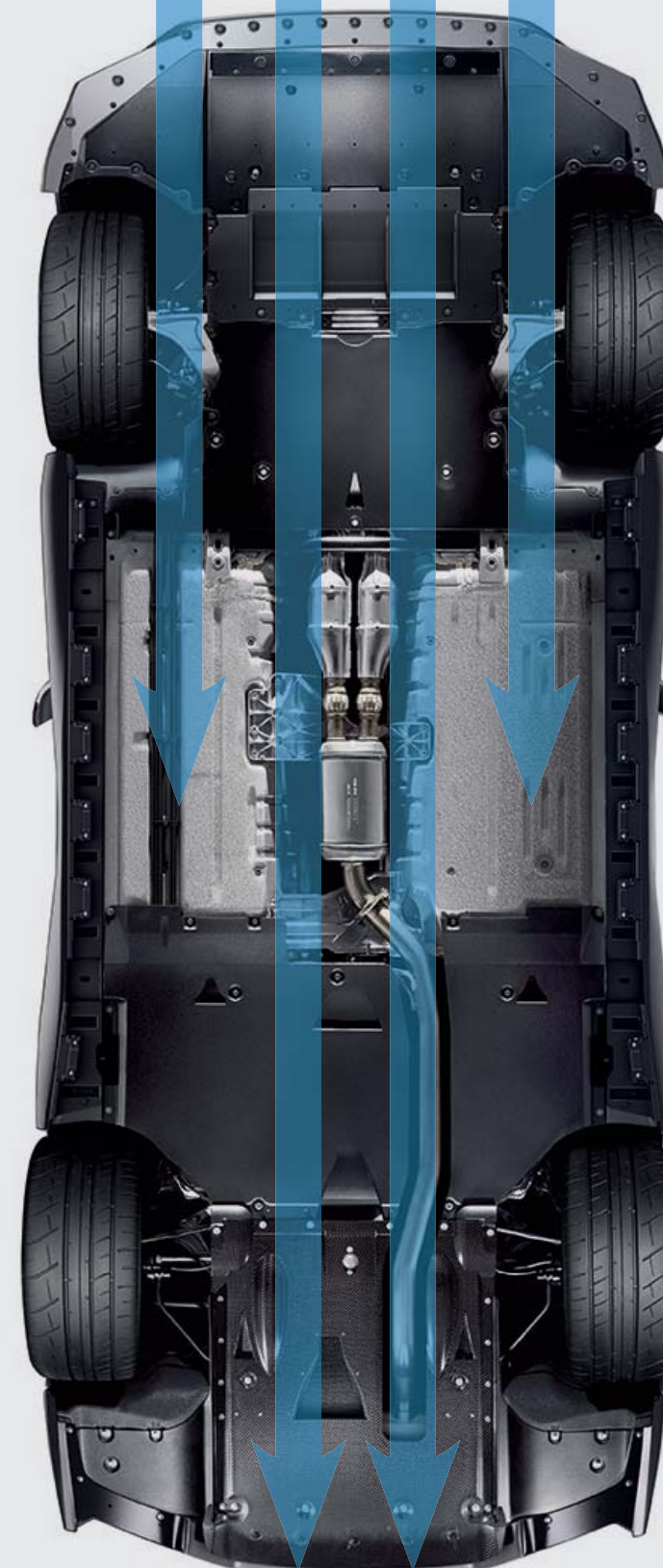


REAR BUMPER LIP

Reduces drag at the end of the vehicle and aids exhaust cooling

UNDER

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



MOLDED HEAT-RESISTANT UNDERCOVER

Helps to accelerate airflow underneath the vehicle for cooling and create downforce

IMPACT-RESISTANT POLYPROPYLENE FRONT UNDERCOVER

Helps to protect components and direct air towards the rear

OPEN AIR SECTION

Key components, including parts of the exhaust, remain open to maximise cooling

POLYCARBONITE REAR UNDERBODY PANEL

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

TRANSAXLE UNDERCOVER

Heat-resistant carbon-sheet moulded compound helps to create downforce and adds stiffness

EXHAUST AIR DUCT

Draws in air to help cool the transaxle and exhaust

REAR DIFFUSER

Drives under-car airflow and increases downforce

CARBON FIBRE UNDERTRAY

Helps to accelerate air underneath and away from the GT-R to cool and create downforce

CHANGE GEAR IN JUST 0.15 SECONDS

The longer a gear change takes, the less time power is being put onto the road. So for maximum acceleration, the GT-R's paddle-shift six-speed sequential dual-clutch transmission performs gear changes in just 0.15 seconds when in R-Mode – almost as fast as a blink of an eye.



Power at your fingertips: Re-designed steering wheel mounted paddle shifters help ensure that a rapid-fire gear change is easily within reach, regardless of steering wheel position.

Two clutches. No clutch pedal. A lightning-quick shift. Inside Nissan GT-R's six-speed dual-clutch transmission, the clutches work together. When the car is in an odd-numbered gear (1st, 3rd, 5th), the even-numbered gear (2nd, 4th, 6th) is pre-selected and ready to make the shift immediately. The transmission is so smart, it even blips the throttle on downshifts to for smoother gear changes.

0.15
SECONDS



THE SECRET TO SPEED

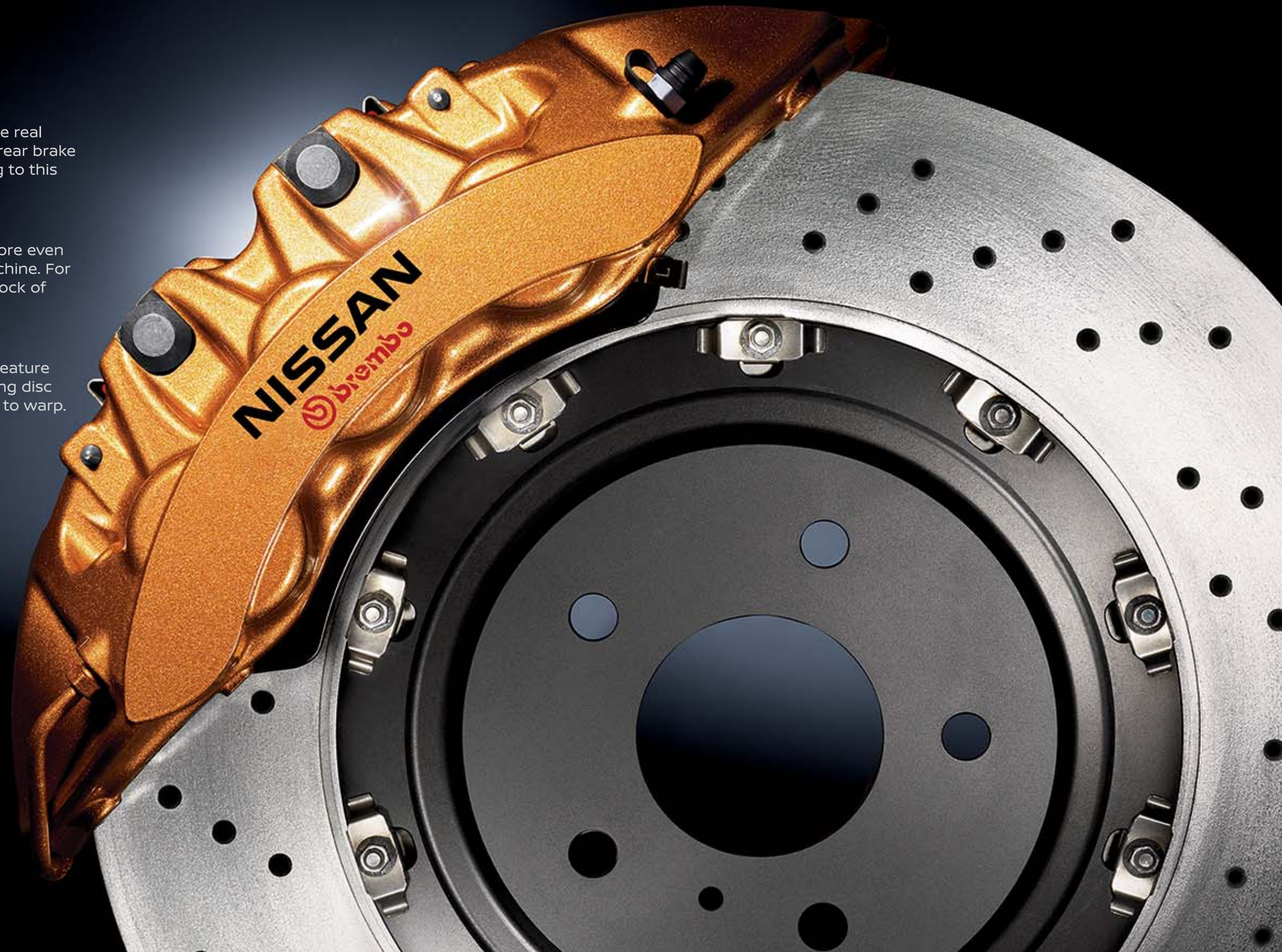
IS MUCH MORE THAN HORSEPOWER

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

The brakes feature six-piston front and four-piston rear calipers 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 caliper is machined from a single monoblock of aluminum.

Heat is the enemy of any braking system. The Nissan GT-R's cross-drilled discs feature ingenious, diamond-shaped ventilation ribs to pull away heat, while a full-floating disc allows it to expand away from the hub, helping reduce the tendency of the disc to warp.

Even the design details of the GT-R's Nitrogen-filled 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.



ANY WEATHER IS SUPERCAR WEATHER

In tricky conditions, most supercars stay in the garage or make a hasty retreat to warmer climes. The GT-R has one of the most advanced all-wheel drive systems in a road car to help control the power provided to all four wheels. Combined with an equally advanced Vehicle Dynamic Control (VDC) system, the GT-R gives you superb security and stability all year round.

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 100% of available torque to the rear wheels or up to 50% of torque to the front wheels, depending on grip levels. This provides the steering feel and response of a rear-wheel drive car – the preferred choice of racing car drivers and serious enthusiasts – while still giving the confidence and control that only an all-wheel drive car can offer.



GT-R HIGH-PERFORMANCE GUIDE

ENGINE

VR38 Twin-Turbocharged V6 Engine
Only five master craftsmen, known as Takumi, are allowed to hand-assemble the GT-R's mighty engine. The result is an engine that is more than a match for any competition.

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 more effectively controlled. A larger intercooler is installed for more efficient cooling. To ensure there is no turbo lag at low revs, high-precision electronic controls are employed.

555 PS 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 lightweight 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 catalytic converter. 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 Coated 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 is decreased by approximately three kilograms.

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 circuit.

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, improving 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.



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 GT-R 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.

AERODYNAMIC PERFORMANCE



Towards Ultimate Aerodynamics
Inspired by NISMO, the GT-R's shape has been modified and updated with bodywork designed to minimise drag and maximise cooling-airflow for premium efficiency in all conditions.

- Front Under Spoiler
- Front Grill
- Bonnet
- Sidesills
- C-pillar
- Rear bumper

Aerodynamics figured prominently in the development of the GT-R. 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 platform, the GT-R was able to produce high downforce while having a coefficient of drag of 0.26 Cd. By using aerodynamics to 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 a combination of carbon fibre, die-cast aluminum and steel.



For structural rigidity, aluminum die-cast door inner panels are employed to decrease the amount of deformation during a crash. Die-cast aluminum 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 aluminum honeycomb.

Anti-chipping Body Coating and Scratch Shield
At the speed the GT-R can attain, even the smallest stone can cause extensive damage to the vehicle's finish. To keep the GT-R looking new, an innovative anti-chipping coating is applied to the top of the front grille and the front of the rear wheel arch – the two places most prone to chipping during driving. In addition, a double clearcoat helps protect the finish. Vehicles finished in Daytona Blue, Gun Metallic, Katsura Orange, Pearl Black, Vibrant Red and Ultimate 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: Katsura Orange.

LED WIDE-BEAM AUTOMATIC 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. The three supporting reflectors illuminate a large area of the side of the car without blinding oncoming traffic.

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

GT-R HIGH-PERFORMANCE GUIDE

CHASSIS



Handling duties are managed by a sophisticated four-wheel independent suspension system mounted to high-precision six-point front and rear subframes. A special Bilstein DampTronic driver adjustable shock absorber system utilises 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 the new GT-R, enhancing stability and 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.

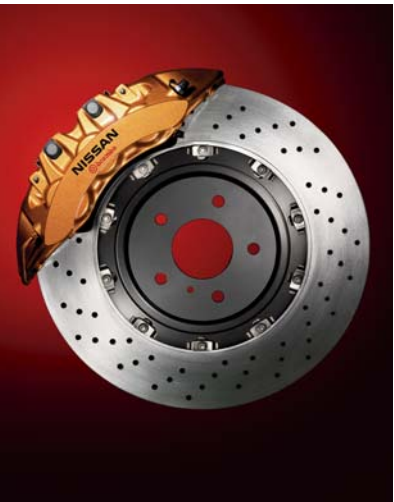


The DampTronic system features three driver-adjustable settings – Normal; Comfort, for maximum suspension compliance; or R for performance driving. The suspension tuning has been revised to provide a smoother, more refined ride that also enhances the ability of the tyres to remain in contact with the road. The system is exceptionally advanced – the electronic controller of the damping optimally manages eleven 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.

The new Nissan GT-R's rigid forged aluminium Y-spoke 20-inch wheels, manufactured by RAYS, features knurling inside the wheels to prevent 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.

CALIPERS MACHINED FROM A SINGLE MONOBLOCK OF ALUMINIUM



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 four-piston rear calipers.

390mm front and 380mm rear Brembo full-floating crossdrilled two-piece discs and lowsteel high-stiffness brake pads minimise fade and provide intense stopping performance. The calipers feature racecar-style radial mounting to minimise caliper 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 or the motorway, in the rain or snow, even on rough road surfaces on city streets.



STREET TO TRACK AT YOUR FINGERTIPS.

COCKPIT

The combination uses meshing gears as a design cue. The rev counter is placed in the centre, with the large gear change indicator on the upper right. This supports the driver with easy readability when driving on the circuit.



ADVANCED TECHNOLOGY TO ENHANCE YOUR DRIVING EXPERIENCE.

High resolution 8" touch screen
On the centre display, an 8-inch wide touch screen displays the vehicle condition and driving log. For example, when driving on a circuit, the system gives the driver mechanical information about 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 noise in the cabin. Combined with Active Sound Enhancement that helps smooth out and enhance the engine note in the cabin, you can savor the sound of the GT-R like never before.

TITANIUM EXHAUST WITH OPEN VALVE SYSTEM

GT-R's new titanium exhaust with open valve system provides a richer, more exciting sound. A control in the cabin lets you significantly reduce outside exhaust volume upon start-up if required – ideal in residential areas – or allows you to turn up the volume of the mighty twin-turbocharged V6 when you want to.

ACOUSTIC DAMPENING

The new GT-R employs numerous features to reduce unwanted noise. The windscreen has been acoustically tuned to absorb unwanted frequencies, as well as sound insulation behind the instrument panel. In addition, a liner has been added in the rear wheel arches to reduce unwanted road noise.



MANOEUVRABILITY

The GT-R has been designed not only to excel on the open road, but also to be a pleasure to use every day. It features a colour reversing camera that displays in the 8" touchscreen as well as front and rear parking sensors to ease in-town usability.

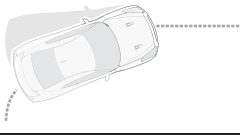
GT-R HIGH-PERFORMANCE GUIDE

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 sends more power to the appropriate wheels when it senses oversteer or understeer helping you drive with superior power and control.

TCS

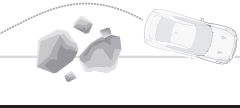
TRACTION CONTROL SYSTEM

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

ABS

ANTI-LOCK BRAKING SYSTEM

In hard-braking situations, ABS works to 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. Nissan's Zone Body construction combines impact-absorbing structures with a high-strength cabin. This advanced body construction provides excellent protection for you and your passengers.

SEAT BELTS WITH PRETENSIONERS

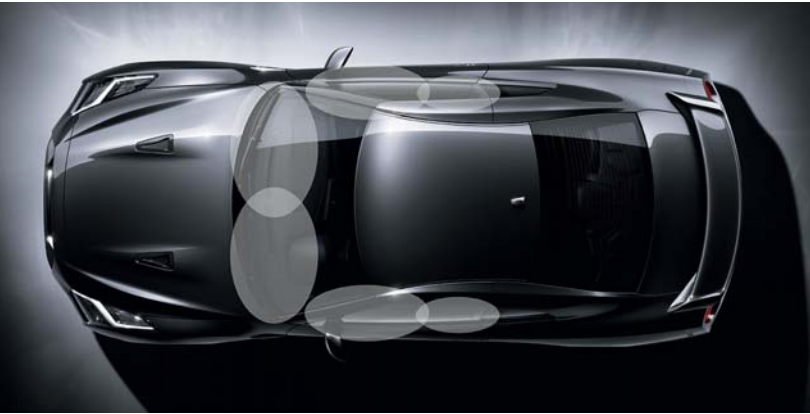
Pretensioners help tighten the front seat belt when the front air bag deploys. Load limiters are designed to reduce the effect of large impacts by slackening slightly to prevent the body from coming to an abrupt halt.

6

AIR BAGS

ADVANCED PROTECTION

The Nissan Advanced Air Bag System has dual-stage 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.



IT IS THE RESULT OF OUR RELENTLESS PURSUIT OF

ULTIMATE DRIVING PLEASURE

HIROSHI TAMURA, GT-R CHIEF PRODUCT SPECIALIST.



PAINT COLOURS



• Katsura Orange EBG



• Pearl Blue RAY



• Pearl Black GAG



• Pearl White QAB



• Gun Metallic KAD



• Vibrant Red A54

PROTECT YOUR CARPETS



Premium Floor Carpet (Black Color)
*Applicable for dealer option

GT-R ACCESSORIES

GT-R CHOOSE YOUR INTERIOR COLOR



Black Amber semi-aniline leather



Ivory semi-aniline leather



Saddle Tan semi-aniline leather



Red Amber semi-aniline leather



MY18 GT-R

Key features that come as standard:

ENGINE AND DRIVETRAIN

- 3.8-litre twin-turbocharged V6 with 555 and 632 torque
- Electronic drive-by-wire throttle
- ATTESA ET-S Four-Wheel Drive (4WD) with patented independent rear-mounted transaxle
- Aluminium plate engraved with the Takumi name

TRANSMISSION

- GR6 six-speed Dual Clutch Transmission with three driver-selectable modes
- Fully automatic shifting or sequential manual control via steering wheel-mounted paddle shifters
- Downshift Rev Matching (DRM)
- Predictive pre-shift control (in R-mode)
- R-START Mode - for optimum standing start performance

INTERIOR

- Front heated seats
- 8-way power driver seat and four-way passenger seat
- Dual individual rear seats
- Leather-wrapped steering wheel, handbrake and gear knob
- Carbon fibre trimmed centre console

BRAKES, SUSPENSION AND STEERING

- Four-wheel disc brakes - 390 mm front and 380 mm rear
- Asymmetrical suspension setup
- Front suspension - double-wishbone with aluminium members
- Rear suspension - multi-link with aluminium members
- Bilstein® DampTronic shock absorbers with three driver-selectable modes
- Electronically controlled rack-and-pinion steering with vehicle-speed-sensitive power assist

EXTERIOR

- RAYS® 20” Y-spoke forged alloy wheels
- Body coloured rear spoiler with integrated high-mounted centre stop light
- Wide-beam automatic LED headlights
- LED Daytime Running Lights and LED rear lights
- Electric, heated and folding body coloured rear view door mirrors
- Flush-mounted aluminium door handles
- Quad exhaust pipes
- UV-reducing solar glass

SAFETY

- Driver, passenger, side and curtain airbags
- Front seatbelts with pretensioners and load limiters
- Body construction including front and rear crumple zones and pedestrian safety pop-up bonnet
- ABS with EBD and Brake Assist
- Hood buckling creases, pipe-style steel side-door guard beams, and energy-absorbing steering column
- Electronic Traction Control
- Vehicle Dynamic Control (VDC)
- Tyre Pressure Monitoring System
- Nissan Anti Theft System Immobiliser
- Nissan approved alarm system
- Hill Start Assist
- Remote central door locking
- ISOFIX childseat anchorage points
- Safety kit (warning triangle, first aid kit and 2 high visibility jackets)

AUDIO AND NAVIGATION

- Nissan Entertainment System:
 - High resolution 8” touch screen
 - Colour reversing camera
 - Bluetooth® audio streaming and hands free phone system
 - 2x USB ports for ipod® connectivity
 - AUX socket for MP3 player
 - AM/FM/CD audio system
 - Multi-function meter which displays vehicle settings, vehicle information and performance telemetry
- Bose® audio system with 11 speakers
- Active Noise Cancellation
- Active Sound Enhancement
- Rotary control on centre console

COMFORT AND CONVENIENCE

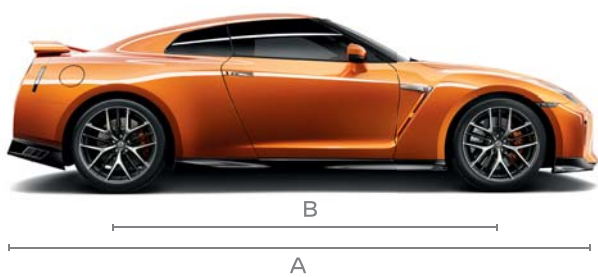
- Automatic air conditioning with dual zone climate control
- Electric front windows
- Rake and reach adjustable steering wheel
- Steering wheel mounted audio controls
- Dual illuminated visor vanity mirrors
- 12V power sockets x2
- Front centre console with armrest, storage and dual cupholders
- Rear cupholder
- Map reading lamps
- Trip computer
- Leather pull strap in boot lid

TECHNOLOGY

- Front and rear parking sensors
- Titanium exhaust with open valve system
- Nissan Intelligent Key with push start button
- Cruise control
- Rain sensing windscreen wipers

DIMENSIONS

- A:** Overall length: 4,710mm
- B:** Wheelbase: 2,780mm
- C:** Overall width: 1,895mm
- D:** Overall height: 1,370mm



TECHNICAL DATA

MODEL		
Grade		GT-R Premium Edition
Seating capacity	persons	4

ENGINE		
Engine code		VR38DETT
No. of cylinders, configuration		V6 Twin Turbo
Valves per cylinder		4
Cam design		DOHC continuously variable valve timing
Engine capacity	cc	3,799
Bore x stroke	mm	95.5 x 88.4
Max. engine power (1)	PS @ rpm	555 @ 6,800
Max. torque (1)	Nm @ rpm	632 @ 3,300-5,800
Fuel type		Unleaded Petrol E10 RON 95
Emissions Certification Level		Euro 4
Emission control system		3-way catalyst and secondary air injection system
Exhaust Type		Full titanium dual system with 4 outlets

DRIVE TRAIN		
Drivetrain configuration		Independent transaxle 4WD
Transmission		6 speed Dual Clutch Transmission
Gear ratio	1st	4.056
	2nd	2.301
	3rd	1.595
	4th	1.248
	5th	1.001
	6th	0.796
	Reverse	3.383
	Final drive ratio	Front 2.937 / Rear 3.700
Limited slip differential		1.5 Way Mechanical LSD

PERFORMANCE		
Fuel consumption (3) - Urban	mpg (L/100km)	16.6 (17.0)
- Extra-Urban	mpg (L/100km)	32.1 (8.8)
- Combined	mpg (L/100km)	23.9 (11.8)
CO ₂ emissions (combined)	g/km	275
Max. speed	mph	196

1) In accordance with 1999/99/EC.
2) Figures in accordance with EC directive. Kerb weight condition is without driver and including coolant, oils, fuel, spare wheel and tools.
3) In accordance with 1999/100/EC. (Optional equipment, maintenance, driving technique, road and weather conditions may affect the official results).

MODEL		
Grade		GT-R Premium Edition

WEIGHTS AND DIMENSIONS		
Kerb weight min (2)	kg	1,752
Weight distribution (front/rear)	%	54 / 46
Gross Vehicle Weight	kg	2,200
Max. axle weight front	kg	1,080
Max. axle weight rear	kg	1,165
Overall length	mm	4,710
Overall width	mm	1,895
Overall height	mm	1,370
Wheelbase	mm	2,780
Track width (front)	mm	1,590
Track width (rear)	mm	1,600
Turning circle	m	5.7
Coefficient of drag	cd	0.26
Minimum ground clearance	mm	110
Luggage space - min./max. length	mm	695/840
Luggage space - min./max. width	mm	795/1,470
Luggage space - min./max. height	mm	430/520
Luggage capacity	l	315
Fuel tank capacity	l	74

CHASSIS		
Suspension front		Independent double wishbone with aluminium
Suspension rear		Independent multi-link with aluminium (forged) upper links
Shock absorbers front		Bilstein adaptive DampTronic
Shock absorbers rear		Bilstein adaptive DampTronic
Steering		Electronically controlled power rack & pinion with vehicle speed variable assist
Steering turns - lock to lock		2.4
Brakes		Ventilated discs with opposed and cast aluminium caliper (6 pistons for front and 4 pistons for rear)
Front brakes diameter and thickness	mm	390 x 32.6
Rear brakes diameter and thickness	mm	380 x 30
Tyre type		Dunlop Sports Max GT 600 DSST CTT run flat-nitrogen filled
Tyre size		255/40/20 (front), 285/35/20 (rear)
Wheel size		20" x 9.5" (front), 20"x 10.5" (rear)

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