NISSAN GT-R®

Isn't it time you were passionate about the car you drive? Welcome to the 2017 GT-R.

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LEGENDARY isn't found in a lap time. Or a 0-100 number. Or even on a price tag. It's built on an obsession to detail. And a radical belief that a real supercar delivers performance in real-world conditions. Anywhere. Anytime. So refined, anyone can drive it. So capable, it can turn the automotive world on its ear. The 2017 Nissan GT-R®.

Its history speaks of world-beating performance, but the pursuit will always be of pure EXHILARATION.
A tradition of craftsmanship makes the GT-R® a supercar that will take your breath away – even when sitting still. Redesigned instrumentation for a quicker read. Hand-selected materials that deserve a lingering touch. A Display Commander that connects you to your world, and relocated paddle shifters that connect you to a pulse-raising 565 horsepower. Wherever you look, the interior of the GT-R is the embodiment of performance art.

- Semi-aniline, leather-appointed heated front seats
- Hand-selected, single-hide dashboard cover
- Display Commander media controller
- Active Noise Cancellation system
- Bose® audio system with 11 speakers
- Steering wheel-mounted paddle shifters
Rather than being confined by the demands of aerodynamics, the GT-R® sculpts the air to its needs – becoming a force of nature, as much as a force to be reckoned with.

Consider a vortex, which can disrupt the smooth airflow of a vehicle. Instead of treating it like an enemy, the GT-R makes it an ally, creating a vortex on the front fascia that redirects air around the wheel wells for enhanced efficiency.

Every aerodynamic detail was considered. A 1% energy loss around the C-pillar was enough for the GT-R’s fanatical engineers to redesign the pillar to create a cleaner design.
Front Fascia
Creating a small vortex at the fascia guides air around the front wheels.

Reinforced Hood
Stiffens hood to retain shape at high speeds, maintaining downforce.

Redesigned Side Sill
Prevents air being drawn under vehicle, maintaining downforce, and helps enhance crosswind stability.

Rear Bumper Lip
Reduces drag at the end of vehicle, helps exhaust run cooler.

Impact-Resistant Polypropylene Front Undercover
Helps protect components and starts to direct air towards rear of vehicle.

Molded Heat-Resistant Undercover
Helps accelerate air underneath the vehicle for cooling and creating downforce.

Open Air Section
Allows cool air in to key components, including the exhaust.

Transaxle Undercover
Heat-resistant Carbon-Sheet Molded Compound helps create downforce and adds stiffness.

Exhaust Air Guide Duct
Cools exhaust and guides air into diffuser.

Carbon Fibre Rear Diffuser Tray
Carbon fibre helps accelerate air underneath and away from the GT-R for cooling and creating downforce.

What you can’t see is equally impressive. Air underneath the body is used to create downforce, pulling the GT-R® to the road, as well as help cool key components.
MASTERY COMES IN THE SILENCE OF A CLEAN-ROOM OR THE ROAR OF A TEST TRACK

To see the pure passion, the true Japanese DNA of the GT-R, simply lift the hood. 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 used to describe a master craftsman who has perfected his skills over years of painstaking work and dedication.

Each engine is assembled by a single craftsman – and proudly bears a plaque carrying his signature. Each Takumi inspects every piece for quality and to guarantee precision. But it’s more than just exceptional skill – as one of the Takumi says, “We put our souls into each engine, hoping to deliver that excitement to customers.”

The GT-R’s Titanium exhaust is lightweight and exceptionally good at handling high temperatures. Because Titanium is notably difficult to work with, each exhaust must be hand-shaped and custom-fit by a master craftsman for each individual GT-R.

From the beginning, we knew GT-R was going to redefine the breed in terms of performance, refinement, and capabilities. So we brought together the AS Class drivers – the top development drivers at Nissan – to create a vehicle that would excel not just at one racetrack, in one kind of weather, or only when driven by a master driver.

Each of the drivers specializes in a unique key part of the GT-R’s development. The Autobahn expert drives at speeds exceeding 300 km/hr. On the “Marketability Course,” another driver tests the GT-R’s refinement over real-world bumps, potholes, tar strips, and manhole covers. For the legendary Nürburgring, development is entrusted to drivers respectfully called “Ringmeisters” by those in the know.
TO BREAK RECORDS, FIRST BREAK WITH CONVENTION

When building the GT-R®, we followed a philosophy that says nothing is sacred – question everything and come up with new answers to achieve the desired results. A perfect example: the Premium Midship Platform. By moving the engine farther back in the chassis, it reduces weight over the nose for better handling. In traditional layouts, this would place the transmission rearward, intruding into the passenger cabin.

The solution – separate the transmission from the engine, and mount it with the transfer case in the rear of the vehicle, creating the world’s first independent rear transaxle for an All-Wheel Drive vehicle. By putting greater weight over the rear axle, traction and braking are improved. It even creates less heat between engine and transmission, allowing both to run cooler and more efficiently. A brilliant innovation in pursuit of handling perfection.

The longer a shift takes, the less time power is being put to the ground. So for maximum acceleration, the paddle-shifted 6-speed sequential dual-clutch transmission can snap off lightning-quick gear changes in just 0.15 seconds when in R-Mode – almost as quickly as you can blink. For 2017, shifters are mounted on the steering wheel, helping to ensure that a rapid-fire shift is always easily within reach – regardless of wheel position.

Premium Midship Engine Position
Centre of engine placed rearward in chassis for superior handling.

Carbon-composite Driveshaft
Helps to reduce weight while still capable of handling the engine’s prodigious output.

Slanted Input and Output Shafts
The input and output shafts are slanted and flattened out to lower the centre of gravity, further enhancing handling.

Rear Transmission Position
Transmission placed at rear of chassis for better traction and braking.

Independent Rear Axle
By moving the transfer case to the rear of the vehicle, GT-R® creates the world’s first independent rear transaxle for an All-Wheel Drive vehicle.
Massive grip combined with refinement. A suspension that helps filter out bumps and noise while telling you everything you need to know. Reduced steering effort at lower speeds that still delivers the precision you desire. It all adds up to create the GT-R’s unique ability to combine supreme confidence with the pure adrenaline rush of 565 thoroughbred horsepower.

One key to the quickness of the GT-R is the All-Wheel Drive’s ability to put the power down sooner in a corner. In contrast, as they approach the limit of cornering grip, many powerful Rear-Wheel Drive cars require the driver to wait before applying power until the exit of the corner to avoid upsetting the handling of the car.

Look beyond the sheer size of the 15.4-inch front and 15.0-inch rear brake rotors, and you’ll see that GT-R features some of the biggest ideas in racing. Its 6-piston front and 4-piston rear calipers provide stronger, more even clamping power. A single one-piece “mono-block” aluminum caliper for extreme rigidity with light weight. Cross-drilled rotors with diamond-shaped ventilation ribs. And a full-floating rotor that allows the outer disc to expand away from the hub, reducing the tendency of the rotor to warp.

Another rule bites the dust courtesy of GT-R – a 54 front/46 rear static ratio is actually ideal for handling. 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, translating into enhanced tire contact for better acceleration, quicker turns, and a handling feel that’s uniquely GT-R.
One of the most advanced All-Wheel Drive systems ever used in a road car helps provide control of power to all four wheels. Combined with an equally advanced stability control system, the result is a superior sense of confidence.

**Biased performance.** Instead of the traditional 50/50 torque split between front and rear axles, the GT-R’s electronically controlled All-Wheel Drive system can send up to 50% of torque to the front wheels as needed or provide nearly 100% of available torque to the rear wheels. This provides the steering feel and response of a Rear-Wheel Drive vehicle – the preferred choice of racecar drivers and serious enthusiasts – while still giving the added confidence and controllability that only All-Wheel Drive can offer.
ERASING THE LINE WHERE THE DRIVER ENDS AND THE GT-R® BEGINS

Special attention to detail means the Nissan GT-R feels familiar the moment you sit down. All gauges and controls are easily located and intuitively designed, to minimize the time looking away from the road, and maximize your enjoyment of the GT-R’s phenomenal capabilities.

The setup switch is 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 city streets.

For proof of the GT-R’s dedication to performance, look no further than the factory preset screen – a dedicated stopwatch activated from the steering wheel.

Five customizable performance screens let the driver organize key information to their personal tastes, choosing from a variety of engine performance parameters and acceleration/braking G-forces.

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The Display Commander lets you dial in your world, allowing you to control key functions through the 203 mm (8.0”) multi-touch screen. By rotating the dial, or pushing it to the left or right, you can scroll through all menus, and move selections around the screen.

Driving is serious business and requires your full attention. At all times, obey traffic laws. Never wear your seat belt, and please don’t drink and drive. VDC, which should remain on when driving, except when freeing the vehicle from mud or snow, cannot prevent accidents due to abrupt steering, carelessness, or dangerous driving techniques.

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Nissan GT-R® Premium shown in Black Leather.
Putting a sharper edge on the blisteringly quick GT-R® the Track Edition gives you competition-quality gear, including NISMO® wheels, a NISMO®-tuned suspension and special body bonding. On the outside, the dry carbon-fibre rear spoiler 2 provides downforce, and is a work of art in its own right: inside, a unique red and black interior featuring grippy and supportive Recaro® front seats help hard-wire you to the experience.

**Nissan GT-R® Track Edition shown in Solid Red.**

### PAINT AND FABRIC

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1 Late availability. 2 Dry carbon-fibre requires specific maintenance. Please see your Owner’s Manual for details.

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**Premium Interior Package**

**SPECIFICATIONS**

**Engine**
- **Cylinder bore x stroke**: 95.5 mm x 88.4 mm
- **Aluminum hood, trunk lid and outer door skins**
- **Dunlop® SP Sport MAXX® GT600 DSST CTT high-performance run-flat tires**

**Suspension**
- **4-wheel Anti-lock Braking System (ABS)**
- **Racecar-inspired 3-point radial mounting**
- **Nissan/Brembo® braking system – 4-wheel disc brakes, 15.4” front, 15.0” rear two-piece floating-rotors with diamond-pattern selectable modes (Normal, R-Mode, Comfort)**
- **Hollow front and rear stabilizer bars**
- **NISMO®-tuned suspension**
- **Multi-link rear suspension with aluminum arms**
- **Hand-stitched semi-aniline leather interior treatments**

**Interior**
- **Leather-appointed steering wheel, gearshift knob and parking brake handle**
- **Dual individual rear seats**
- **Heated front seats**
- **Carbon-fibre and machined aluminum interior trim**
- **Leather-appointed steering wheel, gearshift knob and parking brake**
- **Rearview Monitor**
- **SiriusXM® Traffic and Travel Link®**
- **Active Voice Recognition**
- **Streaming audio via Bluetooth® wireless technology**
- **Carbon-fibre and machined aluminum interior trim**
- **Hand-stitched semi-aniline leather interior treatments**

**Exterior**
- **20” x 10.5” (rear)**
- **2017 Fuel Consumption Estimates – L/100 km (MPG):**
  - City: 24 (18.7)
  - Highway: 29 (20.9)
  - Combined: 26.5 (21.7)
- **Cargo volume – L (cu. ft.)**: 249 (8.8)
- **Interior passenger volume – L (cu. ft.)**: 2237 (79.0)
- **Overall width**: 1895 (74.6)
- **Overall length**: 4710 (185.4)
- **Aerodynamics – Cd**: 0.30
- **Track width (front/rear)**
  - Premium: 1590 (62.6)/1600 (63.0)
  - Track Edition: 1600 (63.0)/1600 (63.0)
- **DIMENSIONS/CAPACITIES/WEIGHTS/FUEL**

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Nissan's environmental action plan focuses on several key areas. In addition to increasing production of Zero Emission vehicles like the 100% electric LEAF®, we're improving fuel efficiency across our lineup, and reducing the environmental impact of manufacturing through energy-efficient practices in our plants.