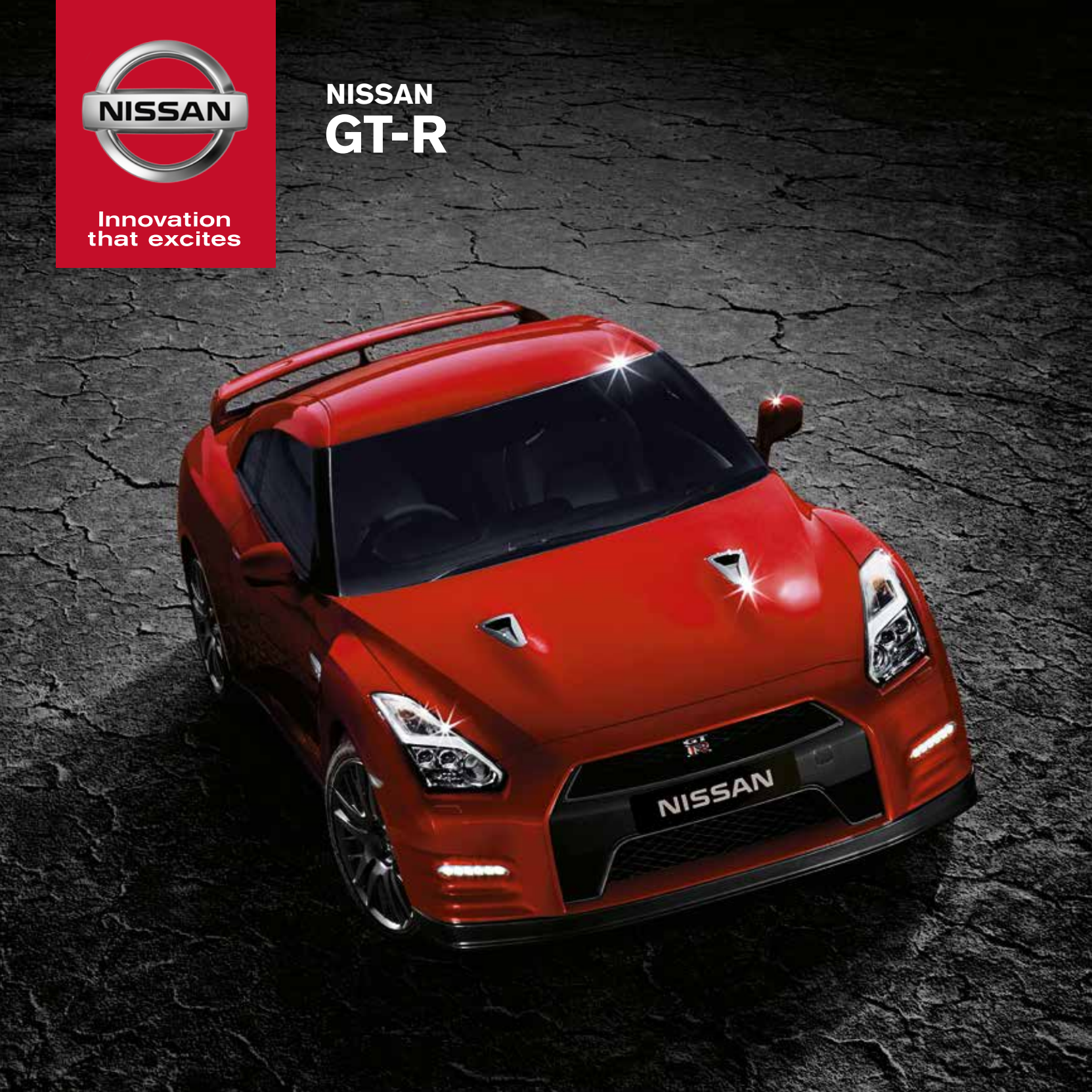
NISSAN

Innovation that excites

NISSAN GT-R



GT-R Premium in Super Silver

YOU GET TO CREATE YOUR OWN RULES.

With its unmatched blend of technology and soul, the GT-R is built to be driven in real-world conditions, places other supercars wouldn't dare to tread. GT-R adds a new level of sophistication and refinement with no compromise in performance. Proving once again that along with shattering records, the GT-R shatters the very definition of what a supercar can be.

GT-R Premium in Ivory Pearl

TO LIVE WITHOUT LIMITATION.

Think how incredible it would be to drive a supercar as astonishing as the GT-R like it was any other car – in other words, anytime you wanted, for any and every reason, or just because it's yours. So drive it to the office, out to dinner, up and down the boulevards. Take friends over a long weekend. Up to the mountains, when the lifts open. And of course, to the track. This is a GT-R, after all.

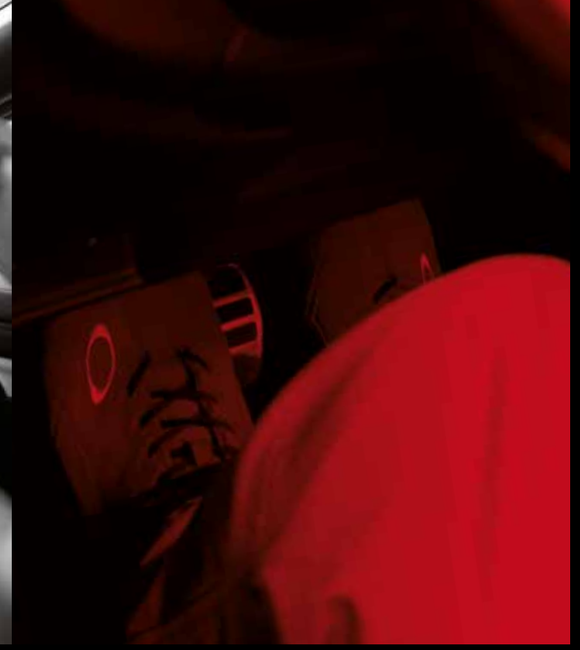
GT-R Premium in Super Silver

GT-R Premium with Amber Luxury Trim

TAKUMI: ONE MAN, ONE ENGINE.

To see the pure passion, the true Japanese DNA of the GT-R, you only need to lift the bonnet. Only four 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. And with over 100 years of combined Takumi experience in building engines, the passion is very, very strong.

Each GT-R engine is assembled by a single craftsman – and proudly bears a plaque carrying their signature. Perfection comes in many ways; each Takumi inspects each piece for quality and to guarantee precision. But it's more than just exceptional skill that goes into the process that makes the GT-R so special. As one of the Takumi says, "We put our souls into each engine, hoping to deliver that excitement to customers."



Another day in the 300km/h office.
Each of the drivers specialises in a unique key part of the GT-R's development. The Autobahn expert drives at speeds exceeding 300km/h. While on the "Marketability Course," another driver tests the GT-R's refinement as it encounters real-world bumps, potholes, tar strips and manhole covers.

When it comes to the Nürburgring, the challenges are so extreme that development is entrusted to drivers with thousands of laps of the track under their belt – respectfully called "Ringmeisters" by those in the know.

A TEAM OF EXPERT DRIVERS, ONE SINGULAR DRIVING EXPERIENCE.

Master Craftsmanship is not only seen inside the clean-room conditions of the GT-R's engine-building facility – it is also found behind the wheel at the edge of the performance envelope.

Any one of the GT-R's development drivers alone would have made the Nissan GT-R an impressive vehicle. But 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 condition, or only when driven by a master driver. This supercar would have to be for anytime, anywhere, and be as rewarding to a novice enthusiast as it would to a veteran racer.

TURNING AN ENEMY INTO AN ALLY.

For supercars, air is the enemy, to be avoided as much as possible. But Nissan took a unique philosophy to win this battle. Building on Nissan's extensive racing experience, the GT-R spent two years at the rolling-road wind tunnel at Group Lotus in Europe and 1.5 years in Yoshitaka Suzuka in Japan fine-tuning the secrets of bringing racecar aerodynamics to the street. The results are an incredibly slippery 0.26 coefficient of drag, impressive downforce for traction and control, and superior air flow management and cooling of key components. Racing technology pays dividends you can enjoy on the street, giving the driver a feeling of superior stability, confidence and control.

0.26

Vent on the side of rear bumper helps manage air flow toward the rear of the vehicle

Rear spoiler creates downforce

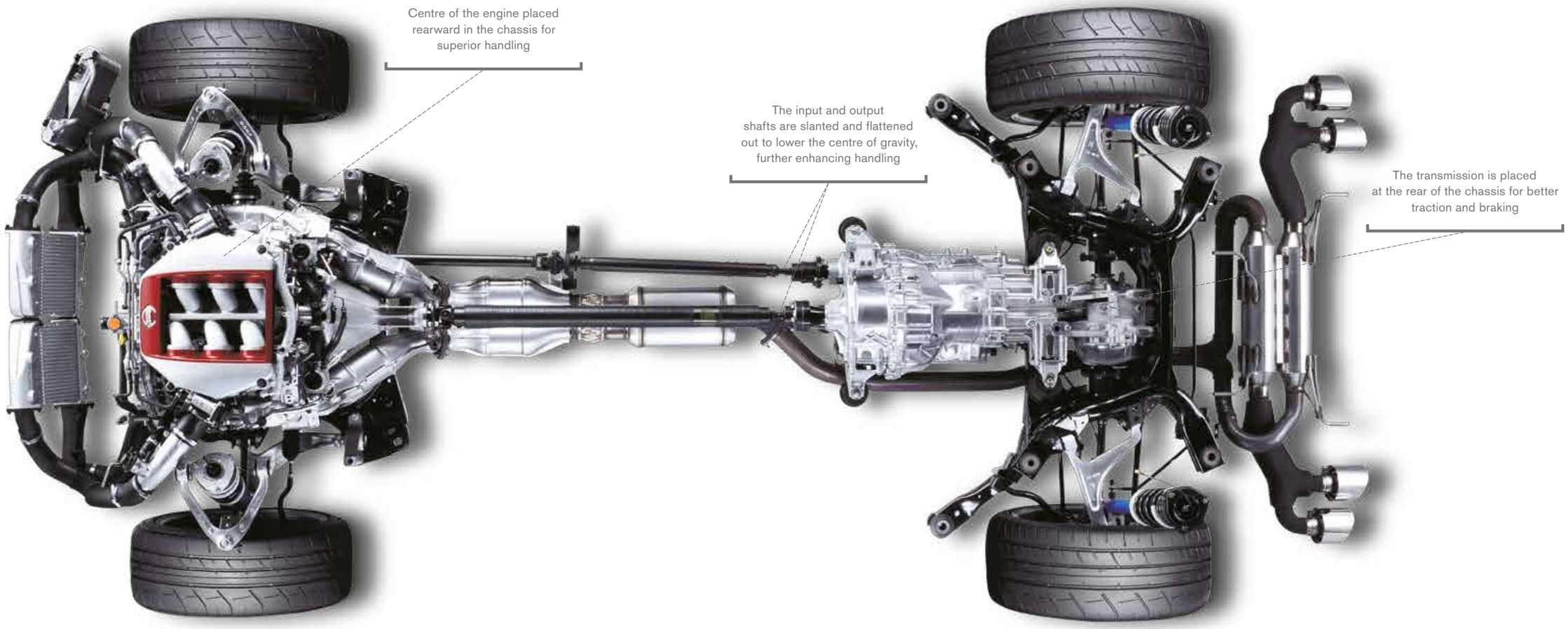
Vents at the back of the front fenders create downforce while reducing pressure in the engine compartment, and help to vent the brakes

Functional hood scoops assist cooling in the engine compartment

Double fins smooth the air around the sides of the body. They also enhance air flow coming from the front wheel arches, creating additional downforce

Large grille opening with rounded edges optimises cooling of the engine, intercoolers and running gear with minimum drag

GT-R Premium in Ivory Pearl



TO BREAK RECORDS, FIRST YOU BREAK THE RULES.

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 results desired. A perfect example: GT-R's Premium Midship Platform. By moving the engine further 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.

Two clutches. No clutch pedal. The Nissan GT-R's 6-speed dual-clutch transmission shifts incredibly quickly. How? Inside the transmission, there are separate clutches for the odd (1st, 3rd, 5th) and even (2nd, 4th, 6th) gears. When the car is in an odd-numbered gear, the adjacent even-numbered gear is "pre-selected" – ready to make the shift immediately. The transmission is so smart, it even "blips" the throttle on downshifts to match rpm. So even though your left leg may not get much exercise, you'll have tremendous fun shifting the GT-R.

Steering-column-mounted paddle shifters

Transmission settings: R-Mode, Normal and Save

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 can snap off lightning-quick gear changes in just 0.15 seconds when in R-Mode – almost as quickly as you can blink.

0.15

GT-R Premium in Super Silver

300KM/H AND BACK

3.8L V6

Unconventional wisdom. Nissan challenged tradition at every point in the GT-R's development. Instead of a large engine that can be heavy and thirsty for fuel, the GT-R is powered by an ideally sized, twin-turbocharged 3.8 litre V6 that produces a prodigious 404 kilowatts and equally immense 628 Newton Metres of torque. No detail was overlooked: rather than traditional cast-iron liners, each cylinder features a unique plasma coating sprayed onto the cylinder walls. This advanced process greatly reduces friction, allowing the engine to spin more freely, reducing wear for added durability, and improving cooling – a uniquely brilliant way to build an engine to perform under brutal conditions.

404KW

An engine is an air pump. The better it breathes, the better it works. For maximum performance, the Nissan GT-R features a fully independent intake system for each bank of cylinders. With a special secondary air system that helps heat the catalysts more quickly, the Nissan GT-R is not only powerful, it runs clean.

628 NM OF TORQUE

6 PISTON CALIPERS

To complement its incredible power and torque, the GT-R features awe-inspiring braking power. Look beyond the sheer size of the 390mm front and 380mm 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 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 one-piece "monoblock" of aluminium.

Heat is the enemy of any braking system. It's not uncommon to see the rotors of racecars glowing bright red. Along with cross-drilled rotors to help keep the Nissan GT-R's brakes cool, you'll find ingenious, diamond-shaped ventilation ribs to pull away heat. The GT-R also benefits from a full-floating rotor – a race-bred technology. By allowing the outer disc to expand away from the hub under extreme heat, it reduces the tendency of the rotor to warp.

Brembo® is a registered trademark of Freni Brembo S.p.A.

IT CORNERS LIKE IT IS READING YOUR MIND.

A true supercar is an extension of your will. As if you just think where you want to go, and you're there. For GT-R, getting there is now even more enjoyable, with new levels of refinement befitting a true Grand Touring machine. The retuned suspension better filters out the bumps and noise while still telling you everything you need to know. Steering effort is reduced at lower speeds for in-town manoeuvring, while still delivering the precision you desire. It all adds up to a supreme balance. One that lets you feel fully confident, that lets you enjoy 404 hand-built kilowatts and the adrenaline rush that comes from charging out of a turn with perfect balance at your fingertips.

The Nissan GT-R's ground-hugging aerodynamics plus 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. 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. So when you give it the spurs, the GT-R simply powers out of the corner sooner and faster.

GT-R Premium in Vibrant Red

MAKE ANY CONDITION “SUPERCAR WEATHER.”

While most supercars must stay in the garage, or make a hasty retreat to warmer climates, GT-R’s advanced All-Wheel Drive gives you confidence in slippery conditions. One of the most advanced All-Wheel Drive systems ever used in a road car, the system gives precise control of power to all four wheels. Combined with an equally advanced VDC stability control system, this means you have superior security and control. Anytime, anywhere.

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, and can send up to 50% of torque to the front wheels as needed. This provides the steering feel and response of a Rear-Wheel Drive vehicle – the preferred choice of racers and serious enthusiasts – while still giving the added confidence and control that only an All-Wheel Drive vehicle can offer.

VDC that pulls for you. Most stability control systems cut engine power or apply the brakes when they sense a loss of control. Fine for the road, but slow going in competition conditions. While cornering with the Nissan GT-R’s advanced Vehicle Dynamic Control (VDC) system in R-Mode, it actually sends more power to the appropriate wheels when it senses oversteer or understeer, helping you drive with superior power and control.

GT-R Black Edition in Ivory Pearl

THE DRIVE YOU DESIRE, JUST A FINGERTIP AWAY.

Whether you're out for a leisurely cruise, a time attack at your favorite track, or anywhere in between, GT-R's easy-to-use 3-mode system is always ready. Three switches allow for on-the-fly adjustment of specific performance parameters for the transmission, suspension and VDC stability control. The system has been fine-tuned to give a smoother, more refined ride while enhancing roadholding and traction. This is performance with amazing flexibility, all at the touch of a switch.

	R-MODE	NORMAL MODE	SPECIAL MODE
VDC	For ultimate performance. Adjusts front and rear wheel power distribution to enhance handling.	For daily driving. Controls brakes and engine output.	Off mode – Disengages the VDC system.
Suspension	For high-performance cornering. The damping force of the shock absorbers is set for maximum vehicle performance.	For automatic electronic control of damping.	Comfort mode – The damping force of the shock absorbers is variably adjusted for more comfort.
Transmission	For maximum performance with the quickest shifts.	For maximum smoothness.	Save mode – For long-distance high-speed driving and gentler torque delivery for smooth driving on slippery surfaces.

GT-R Premium with Ivory Luxury Trim

COMPLETELY CAPTIVATING, EVEN AT REST.

Available leather-accented appointments on the centre console, door panels and shift lever surround you in comfort, while available semi-aniline leather and double stitching on the seats are a tactile and visual feast, especially in the GT-R's Ivory interior colour.#

Active Noise Control technology uses a microphone in the ceiling to identify undesirable low-frequency engine sounds and neutralises them with sound waves of the opposite phase. The result – a quieter driving experience which still preserves the invigorating sounds of engine performance.

GT-R Premium with Ivory Luxury Trim

Leather accented features and upholstery may contain synthetic material.

GT-R Premium with Amber Luxury Trim

ARTFULLY STATE-OF-THE-ART.

The 11-speaker Bose®* audio system was designed along 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're also an ideal way to mount speakers for optimum sound. Even the dual subwoofers between the rear seats were developed especially for the GT-R. Angled specifically to work in concert with the sounds of the car itself, the subwoofers are mounted in a way to employ the boot as a giant enclosure, for incredibly deep, rich bass.

iPod® or flash drive connectivity via USB input

Plays MP3/WMA CDs or DVDs

DVD video playback

Streams music from any compatible device via Bluetooth®^ wireless technology

A supercar shouldn't just be great on the open roads – it should also help you find them. With Nissan GT-R's touch-screen navigation system with voice recognition and a high-resolution screen, the world is at your command. It features a hard drive-based system for quick response, DVD playback capability and a USB iPod®† input, so the entertainment will have no problem keeping pace. The system also includes a convenient rear view camera# with a wide 180° view, so even parking is a quick and easy affair.

†iPod® is a registered trademark of Apple, Inc. All rights reserved. iPod® not included. ^Bluetooth® word mark and logos are owned by Bluetooth SIG, Inc. *Bose® is a registered trademark of The Bose Corporation.
#Rear view camera is a drivers assistance device only and should not be used as a substitute for safe driving practices. Always check surroundings before moving vehicle.

Special attention to ergonomics means the Nissan GT-R feels familiar the moment you sit down – all gauges, including the Multi-Function Display system, are on the same plane, making for an easy scan, while instruments are large, clear and simple for maximum legibility.

Intuitive by design. Switchgear – from the door to the steering wheel-mounted controls to audio, climate control and the three setup switches – are at a similar height and are grouped by shape and function.

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

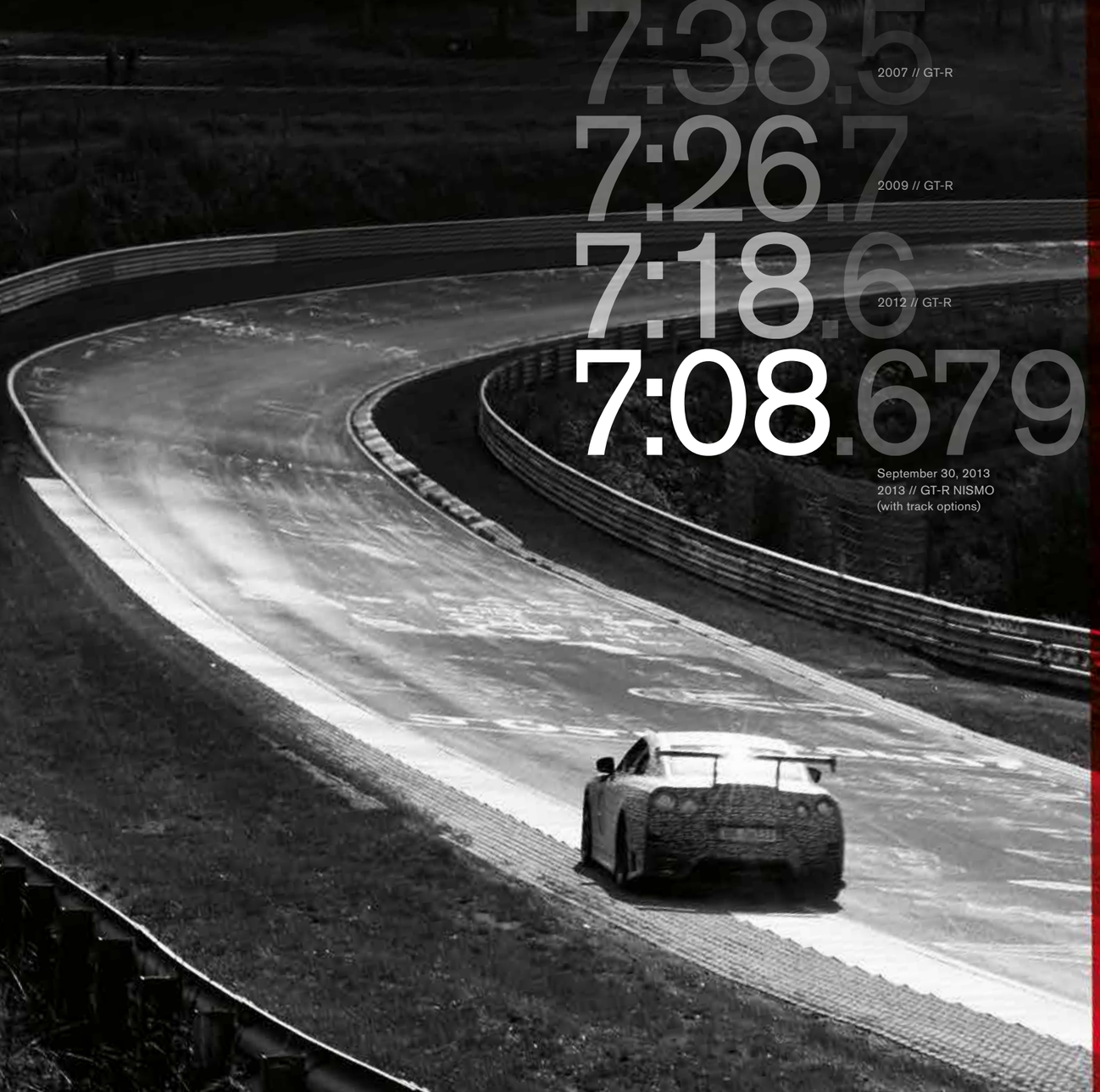
INFORMATION AT THE SPEED OF LIGHT.

Like everything else in the GT-R, Nissan rethought the way the driver receives information. Multiple, easily accessed screens are an innovative way the driver can get immediate feedback to key performance parameters. The result is engaging and informative – providing quick readability combined with the flexibility of multiple customisable displays.

Customisable performance screens are designed to let the driver organise key information to their personal tastes. Choose from a variety of engine performance and efficiency parameters to cornering and acceleration/braking G-forces.

Factory preset screen. 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. You can even store your times on a flash drive using the USB port in the centre console.

GT-R Premium in Super Silver



EVOLUTION NEVER STOPS FOR THE NISSAN GT-R.

It has always been about passion. The Nürburgring is the great equaliser when it comes to supercar performance. Manufacturers from around the world come here to test and develop their ultimate performance machines. And for the very finest, there's always the challenge of setting record times.

During testing in 2007, the all-new GT-R created a sensation when it posted an official 7-minute, 38.5-second lap – the fastest lap ever for a production car. But for team GT-R, it was just the beginning. In 2009, the GT-R sent another shock wave through the performance world with an unofficial time of 7 minutes, 26.7 seconds. Why stop at just one lap? In May 2012, the GT-R returned to the Nürburgring to compete in a grueling 24-hour race. Against full-on race cars, the stock production GT-R took incredible punishment, and was able not only to finish – it was first in class.

Driven to constantly improve, on September 30, 2013, the all-new GT-R Nismo with track options took to the Nürburgring, and ran an incredible 7:08.679, making it – once again – the fastest volume production car in the world. We cheered. We celebrated. And then we went back to work. Because where others see a finish line, we just see the start of the next lap.

The "Green Hell." Welcome to the Nürburgring, the world's most torturous track. 21km long, 73 bends in the picturesque Eifel mountains of Germany. The GT-R logged thousands of miles at the 'Ring, consistently recording lap times only matched by a few of the world's most capable – and most expensive – production cars.

GT-R Premium in Ivory Luxury Trim

GT-R HIGH-PERFORMANCE GUIDE

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.

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.

404kW 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 power 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.

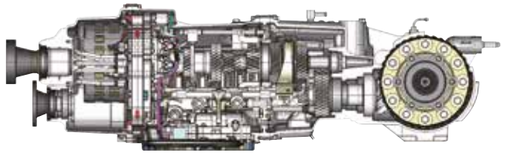
Plasma Coating Bore
Innovative plasma-sprayed bores are used in each cylinder instead of traditional cast-iron liners. This enhances cooling, reduces friction and weight, while maximising power and increasing fuel-efficiency. Compared to the cast-iron liner, the overall weight decreased by approximately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

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.



World's first independent rear AWD transaxle **GR6**

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.

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.

AERODYNAMICS

0.26Cd High downforce with an ultra-low coefficient of drag

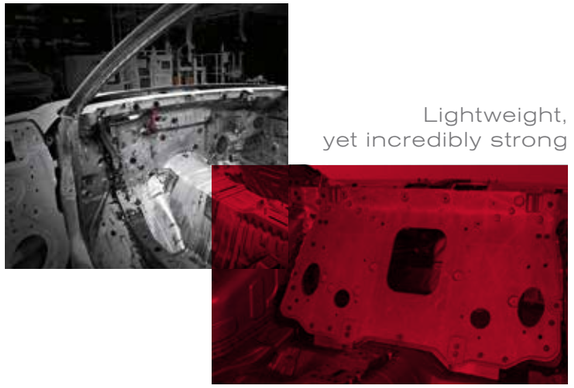
Aerodynamics figured prominently in the development of the GT-R. Generally, the lower the coefficient of drag (the resistance to air), the lower the downforce, which aids grip and handling. Thanks to the GT-R's Premium Midship Package, the GT-R was able to create a strong downforce while capping the 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 fibre, 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, Double Clearcoat, 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 in GT Blue, Gun Metallic, Vibrant Red and Super Silver 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 Ivory Pearl, Jet Black and Crimson Blaze 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. Visual appeal is heightened with the addition of a new body colour called Crimson Blaze.



Lightweight, yet incredibly strong

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.

GT-R HIGH-PERFORMANCE GUIDE

CHASSIS

From a smooth, civilised ride to racetrack-ready performance at the touch of a button.

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 utilises multiple vehicle information systems to provide appropriate damping forces and a high level of control for a variety of driving situations.

Adding to all of this is our continued Chassis development, which has not only enhanced the sense of "grabbing the road", but it also maximises 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. The suspension tuning provides 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 run-flat nitrogen-filled tyres designed to match the suspension characteristics. Standard tyre sizes are 255/40ZRF20 front and 285/35ZRF20 rear.

The Nissan GT-R's rigid forged aluminium 20-inch wheels, manufactured by RAYS,® utilise knurling inside the wheels helps keep the tyres from slipping around the wheels under heavy acceleration or braking. The wheels feature a premium dark (Hyper blue-black) finish, which provides a high-quality, high-performance look. The Black Edition features special metallic black 6-spoke RAYS® forged lightweight wheels in place of the Premium model's double spoke design.

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 calipers.

390mm front and 380mm rear Brembo® full-floating cross-drilled two-piece rotors and low-steel high-stiffness brake pads minimise fade and provide intense stopping performance. The calipers utilise racecar-style radial mounting to minimise caliper flex during extreme braking.

Calipers machined from a single "monoblock" of aluminium.

390MM ROTORS

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 city streets.

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 7-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.

RECARO® SEATS

The Interface Between Driver and GT-R.

The standard for comfort and control. On select GT-R models, the front driver and passenger seat are designed by legendary manufacturer Recaro.® Deep bolsters are designed to hold the driver and passenger in place, even during the most strenuous cornering. Superb support also makes the Recaro® an excellent seat for grand touring. On the GT-R Black Edition, the leather-accented# seats are appointed in a black and red contrasting colour scheme.

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 headlights also adjust their illumination pattern relative to vehicle speed – vital at the ultra-high speeds the GT-R can reach. The super-wide-beam's range is so expansive that front fog lights are no longer necessary. And while the headlights are great for the driver, they are also considerate of others –the three supporting reflectors illuminate a large area of the side of the car without blinding oncoming traffic.

LED

Super-wide-beam Headlights. A Revolution in Illumination.

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AFTERCARE

Our network of High Performance Centres feature certified technicians and special equipment to provide the highest levels of service for GT-R owners. Among the many elements that come together at these Centres are:

- Certified Technicians: Experts in the technology of the GT-R, they are further trained to conduct the necessary inspections and maintenance on all engine and powertrain areas.
- High Precision Alignment Tester: State of the art equipment provides wheel alignment to the high precision standards required by the Nissan GT-R.
- Nitrogen Filling Equipment: Used to fill the high performance run-flat tyres with nitrogen gas.
- Nissan GT-R Exclusive CONSULT: They inspect engine, powertrain, and any control systems such as the VDC.
- Certified Body Shop: Experts ensure that any repairs are carried out to a high level of precision with the help of customised frame adjustment machines.

HIGH PERFORMANCE CENTRE

Nissan High Performance Centre: Look for this logo at selected Nissan Dealerships.

Aftercare that looks after the owner as well as the vehicle.

To ensure that the Nissan GT-R maintains its high performance capabilities, Nissan High Performance Centres perform maintenance inspections specifically tailored for the vehicle. These inspections, carried out at 2,000km, 12 months, 24 months and 36 months, come at no cost to the owner. In addition, high precision tuning is performed by certified technicians using Nissan diagnostic equipment to maintain the high performance levels expected from a Nissan GT-R. Naturally, Nissan High Performance Centres use only genuine Nissan parts and approved oils to guarantee your GT-R will continue to perform at the highest standards.

A GT-R can evolve, even after you've bought it.

Our commitment to Nissan GT-R owners is reflected in the availability of upgrade kits. As the vehicle evolves, we make new technology available to existing owners through Nissan GT-R Upgrade Kits. These kits, involving advancements in areas such as suspension and brakes, are made available at special prices to allow existing owners to enjoy the new technology on their current car.

Pictured left and right: Bilstein® DampTronic® aluminium shock absorber.

INTERIOR TRIM, WHEELS & COLOURS

GT-R PREMIUM

Premium wheel.

Black leather accented seats with synthetic suede inserts (standard).#

Amber Luxury Trim with hand stitched semi-aniline leather bolstered front seats (optional).#

Ivory Luxury Trim with hand stitched semi-aniline leather bolstered front seats (optional).#

GT-R BLACK EDITION

Black Edition wheel.

Black/Red Recaro leather# accented front seats (standard).

Jet Black (GAG)*

Super Silver (KAB)**

Gun Metallic (KAD)*

Vibrant Red (A54)

GT Blue (RAY)*

Ivory Pearl (QAB)*

Crimson Blaze (NAS)*

In some cases the printed colours may vary from the actual paint colours. *Indicates a prestige paint, which is available at extra cost.
**Indicates a premium paint, which is available at extra cost. #Leather accented features and upholstery may contain synthetic material.

Specifications

	GT-R Premium – Black Trim	GT-R Premium – Luxury Trim	GT-R Black Edition
Engine			
VR38DETT- 3.8 litre twin-turbocharged 24-valve V6; each engine handcrafted by its own master technician ("Takumi") in a clean-room environment	●	●	●
Max power (kW@rpm)		404kW@6,400rpm	
Max torque (Nm@rpm)		628Nm@3,200-5,800rpm	
Cylinder bore x stroke - 95.5 x 88.4mm	●	●	●
Dual overhead camshafts with variable intake-valve timing	●	●	●
Aluminium cylinder block with super low friction/high-endurance plasma coated bores	●	●	●
Aluminium pistons, precision matched to cylinder bores	●	●	●
Nissan Direct Ignition System (NDIS) with iridium-tipped spark plugs	●	●	●
Electronic drive-by-wire throttle	●	●	●
Lateral wet sump system with thermostatically controlled cooling and magnesium oil sump	●	●	●
Independent dual intake and low-back pressure exhaust systems	●	●	●
Secondary air intake system to rapidly heat catalysts to peak cleaning efficiency	●	●	●
Drivetrain			
ATTESA E-TS All-Wheel-Drive (AWD) with patented independent rear-mounted transaxle integrating transmission, differential and AWD transfer case	●	●	●
Torque distribution - traction/yaw-based; up to 100% rear; up to 50% front	●	●	●
Rigid, lightweight carbon composite propeller shaft between engine and transaxle	●	●	●
Traction Control System (TCS)	●	●	●
High-performance 1.5 way mechanical LSD	●	●	●
Advanced Vehicle Dynamic Control (VDC) with three driver-selectable settings: - Normal - for daily driving; controls brakes and engine output - R-Mode - for ultimate performance; raises the threshold at which the system intervenes - Off - for emergency recovery in mud or snow	●	●	●
Hill Start Assist	●	●	●
Differential oil R35 COMPETITION type 2189E (front/rear)	●	●	●
Transmission			
6-speed dual clutch transmission with three driver-selectable Modes; each transmission handcrafted in a clean room environment: - Normal - for everyday driving - R-Mode - for high performance driving or high speed driving - Save - for long distance high speed driving (The engine response to acceleration operation is moderated by regulating the engine output properly)	●	●	●
R-Mode start function (With VDC/ESP switch in R-Mode)	●	●	●
Fully automatic shifting or full sequential manual control via steering column-mounted paddle shifters	●	●	●
SynchroRev Matching	●	●	●
Predictive pre-shift control (in R-Mode) preselects the next gear change based on throttle position, vehicle speed, braking input and other information	●	●	●
Brakes			
Nissan Brembo® 4-wheel disc brakes - 390mm front and 380mm rear	●	●	●
Front and rear two-piece floating rotors with diamond-pattern internal ventilation	●	●	●
Super-rigid 6-piston front/4-piston rear monobloc calipers with racecar-inspired front 3-point radial and rear 2-point radial mounting	●	●	●
Suspension and Steering			
Front suspension - Double-wishbone with aluminium arms	●	●	●
Rear suspension - Multi-link with aluminium upper arms	●	●	●
Rigid, tubular front and rear suspension subframes, assembled in high precision jigs similar to a racecar	●	●	●

	GT-R Premium – Black Trim	GT-R Premium – Luxury Trim	GT-R Black Edition
Bilstein® DampTronic system with three driver-selectable Modes: - Normal - to make it suitable for everyday driving by providing variable control damping force - R-mode - the appropriate damping force for high speed and high performance driving as well as high performance driving - Comfort - the damping force is variably adjusted for more comfortable driving	●	●	●
Left and right asymmetry suspension setting	●	●	●
Super lightweight RAYS double spoke forged-aluminium wheels with knurled bead area, designed to maximise tyre adhesion to wheel under extreme acceleration: - Front wheels - 20 x 9.5" - Rear wheels - 20 x 10.5"	●	●	
Hyper blue-black chrome colour coat finish 20" alloys	●	●	
Dunlop SP SPORT MAXX GT 600 DSST CTT run-flat summer tyres nitrogen filled at factory, exclusively developed for GT-R: - Front tyres - 255/40ZRF20 97Y - Rear tyres - 285/35ZRF20 100Y	●	●	●
Opal black chrome super-lightweight forged-alloy RAYS® 6 spoke wheels - Front tyres - 20 x 9.5" - Rear tyres - 20 x 10.5"			●
Body Construction			
Premium Midship (PM) Package with multi material body construction assembled using high-precision, ultra-low-tolerance jigs similar to racecar construction	●	●	●
Aluminium bonnet, boot lid and outer door skins	●	●	●
Die-cast aluminium front shock towers and door structures	●	●	●
Some body panels stamped using multiple-strike coining process, for exceptional rigidity and precision	●	●	●
Carbon-composite front crossmember/radiator support	●	●	●
Aerodynamics			
Coefficient of drag - 0.26	●	●	●
Negative lift (downforce) generated at speed at all four wheels	●	●	●
Underbody covering: - Impact-resistant polypropylene front undercover - Heat-resistant sheet module compound undercover behind front axle - Rigid, heat-resistant carbon-sheet moulded compound undercover ahead of rear-mounted transaxle	●	●	●
Body-coloured rear spoiler with integrated centre high-mounted stop light	●	●	
Dry carbon-fibre rear spoiler∞			●
Front fenders designed to optimise air management around the wheels and to help keep the side windows clearer at driving speed	●	●	●
Optimised airflow through the undercarriage and wheel arches to help cool the engine, drivetrain and brakes	●	●	●
Styling/Functionality			
Automatic on/off super wide beam headlights with High-Intensity Discharge (HID) low beams with headlight washers	●	●	●
LED daytime running lights (DTRL), headlights, taillights and brake lights	●	●	●
Dual heated body-coloured power outside mirrors, with power fold-in	●	●	●
Adaptive Front lighting System (AFS)	●	●	●
Flush-mounted aluminium door handles	●	●	●
Two dual 5" exhaust outlets with polished tips	●	●	●
UV-reducing solar glass (windshield and front doors)	●	●	●
Audio/Multi-Function Display			
CD audio system with AM/FM radio and MP3/WMA compatibility	●	●	●
Bose® audio system with 11 speakers, including dual subwoofers in a die-cast aluminium enclosure	●	●	●
HDD Music Box system with 9.3GB for audio storage	●	●	●

	GT-R Premium – Black Trim	GT-R Premium – Luxury Trim	GT-R Black Edition
iPod connectivity via USB connection	●	●	●
Steering wheel-mounted audio controls	●	●	●
Speed sensitive volume	●	●	●
7" colour-LCD touchscreen Multi-Function Display system	●	●	●
Touchscreen satellite navigation system	●	●	●
Rear view camera with predictive path technology and selectable 130° or 180° view.	●	●	●
Driver-configurable Multi-Function Display system, with graphical readouts of vehicle data and driving data displayed on customisable screens	●	●	●
Convenience			
Intelligent Key keyless entry with push button ignition	●	●	●
Electronic analog instrument cluster with multi-function trip computer and digital gear indicator	●	●	●
Bluetooth® handsfree phone system	●	●	●
Bluetooth® audio streaming	●	●	●
Dual zone climate control air-conditioning with microfilter	●	●	●
Power front windows with one-touch auto-up/down	●	●	●
Cruise control with steering wheel mounted controls	●	●	●
Tilt and telescopic steering column	●	●	●
Speed sensitive flat-blade windscreen wipers	●	●	●
Dual illuminated visor vanity mirrors	●	●	●
12-volt DC power outlets (2)	●	●	●
Front centre console with armrest, storage and dual cup holders	●	●	●
Rear centre console with cup holder	●	●	●
Map lights	●	●	●
Seating and Appointments			
Carbon fibre finished centre cluster	●	●	●
Premium finish dashboard, console and doors	●	●	●
Brushed metal mood interior trim	●	●	●
Aluminium-trimmed pedals	●	●	●
Heated front seats	●	●	●
8-way power driver seat	●	●	●
Power front seats with entry/exit lever for rear passenger	●	●	●
Black leather accented front seats with synthetic suede inserts#	●		
Black leather accented steering wheel and gearshift knob#	●		
Black trimmed dashboard, console and doors	●		
Black dual individual rear seats	●		●
Hand stitched semi-aniline leather bolstered front seats in option of amber red or ivory#		●	
Semi-aniline leather steering wheel and gearshift knob in option of two-tone black and amber red or black and ivory#		●	
Luxury finish dashboard, console and doors in options of two-tone black and amber red or black and ivory		●	
Amber red or optional ivory individual rear seats		●	
RECARO® black and red leather accented front seats#			●
Two-tone black and red leather steering wheel and gearshift knob#			●
Black trimmed dashboard, console and doors with red leather door grips#			●
Black roof trim	●	●	●
Safety			
Nissan Advanced Airbag System (AABS) with dual-stage front driver and passenger airbags, seatbelt sensor and occupant-classification sensor	●	●	●
Driver and front passenger side-impact airbags and roof-mounted curtain side-impact airbags	●	●	●
Front seatbelts with pretensioners and load limiters	●	●	●

	GT-R Premium – Black Trim	GT-R Premium – Luxury Trim	GT-R Black Edition
3-point Emergency Locking Retractor (ELR) seatbelt system	●	●	●
Child restraint anchorage	2	2	2
Zone Body construction with front and rear crumple zones	●	●	●
Advanced Vehicle Dynamic Control (VDC)	●	●	●
4-wheel Anti-lock Braking System (ABS)	●	●	●
Electronic Brakeforce Distribution (EBD)	●	●	●
Nissan Anti-Theft System vehicle immobiliser (NATS)	●	●	●
Capacities			
Cargo volume (litres): 315	●	●	●
Fuel tank capacity (litres) – Recommended fuel type of 98 RON premium unleaded fuel only	74	74	74
Fuel consumption l/100km (combined ADR 81/02)Δ	11.7/100km	11.7/100km	11.7/100km
CO_2 mass emission (g/km)	278	278	278
Exterior Dimensions			
Wheelbase (mm)	2,780	2,780	2,780
Overall length (mm)	4,670	4,670	4,670
Overall width (mm)	1,895	1,895	1,895
Overall height (mm)	1,370	1,370	1,370
Track width (front mm)	1,590	1,590	1,590
Track width (rear mm)	1,600	1,600	1,600
Colours			
GT Blue (RAY)*	●	●	●
Super Silver (KAB)**	●	●	●
Crimson Blaze (NAS)*	●	●	●
Vibrant Red (A54)	●	●	●
Jet Black (GAG)*	●	●	●
Ivory Pearl (QAB)*	●	●	●
Gun Metallic (KAD)*	●	●	●

Δ Figures have been calculated in accordance with ADR81/02 (combined fuel consumption data). Actual fuel consumption will vary depending on driving conditions, driver behavior, the condition of your vehicle and the accessories fitted.

* Indicates a prestige paint, which is available at extra cost.

** Indicates a premium paint, which is available at extra cost.

Leather accented features and upholstery may contain synthetic material.

∞ Dry carbon-fibre requires specific maintenance. Please see your Owner's Manual for details.

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A 404kW, 3.8L twin-turbocharged V6. Hand-assembled by a single craftsman in a clean-room environment.
On-the-fly dynamic control for instant adjustment of transmission, suspension and stability control.
Full underbody aerodynamics that create downforce and cool key powertrain components.
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