NISSAN

Innovation
that excites

NISSAN
GT-R

Designory_67779_GT-R_FULL_GEB_COUV.indd 2 26/07/2016 11:03

ENGINE :
3.8L V6 24-VALVE TWIN-TURBOCHARGED ENGINE

V. MAX : 315 KM/H

MAX. POWER : 570 PS (419KW) @6800 RPM
MAX. TORQUE : 637 NM@3300-5800
MAX. RPM : 7100 RPM
DRAG COEFF. : 0.26
WEIGHT DISTR. : FR/RR 54%/46%

Designory_67779_GT-R_FULL_GEB_PRINT.indd 1 26/07/2016 11:26

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. For anyone. Anywhere. Anytime. So refined, yet so capable, in the right hands it can turn the automotive world on its ear. The new Nissan GT-R. Its history speaks of world-beating performance, but the pursuit will always be of pure **EXHILARATION.**

Designory_67779_GT-R_FULL_GEB_PRINT.indd 2-3 26/07/2016 11:26

A SUPERCAR,
THAT SCULPTS THE WIND.

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 4-5 26/07/2016 11:26

MILLIMETER BY MILLIMETER,
SHAPED TO PERFECTION.

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 6-9 26/07/2016 11:26

Designory_67779_GT-R_FULL_GEB_PRINT.indd 10-11 26/07/2016 11:26

THE AIR **CAN'T BELIEVE** ITS EYES

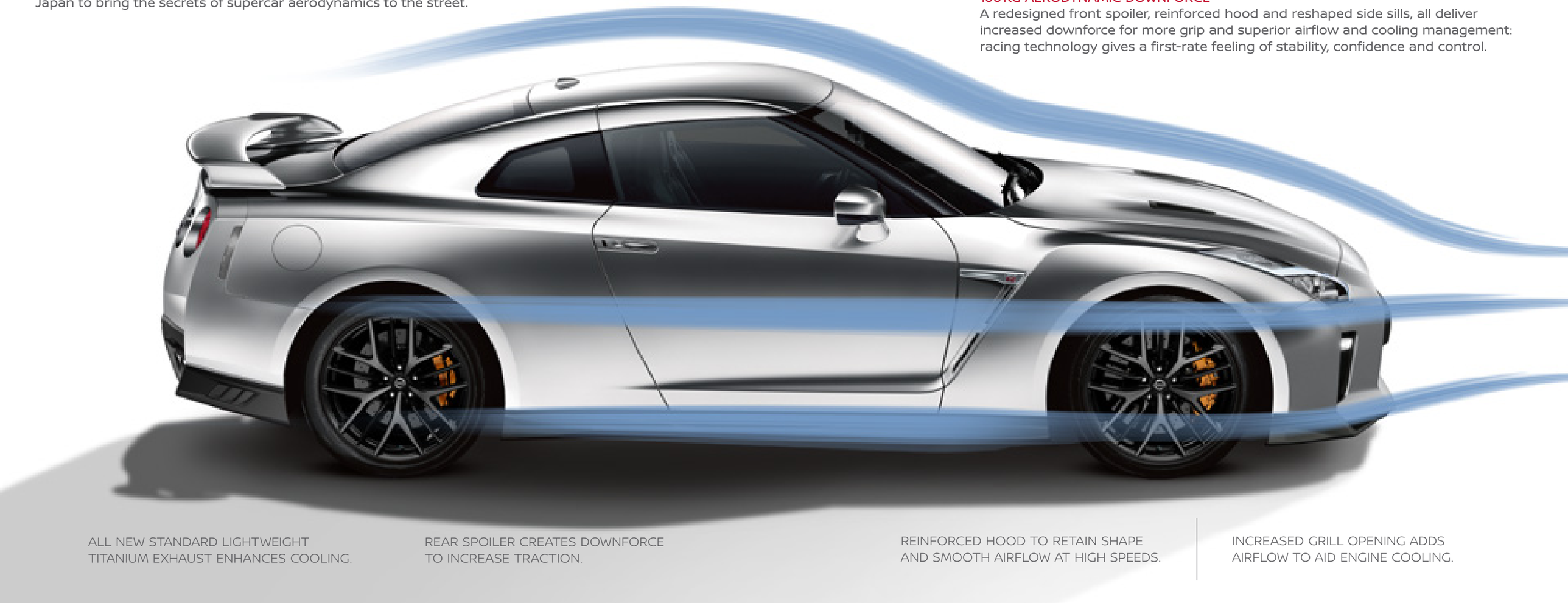
You see a 2017 GT-R. With an undeniable presence and stance. But to the air, it looks like a low-slung, mid-engine exotic with barely room for two, let alone four. The Nissan GT-R team spent two years at the Lotus Group's rolling-road wind tunnel in Europe and 1.5 in Yoshitaka Suzuka in Japan to bring the secrets of supercar aerodynamics to the street.

0,26 COEFFICIENT OF DRAG (Cd)

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

160 KG AERODYNAMIC DOWNFORCE

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



ALL NEW STANDARD LIGHTWEIGHT TITANIUM EXHAUST ENHANCES COOLING.

REAR SPOILER CREATES DOWNFORCE TO INCREASE TRACTION.

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

INCREASED GRILL OPENING ADDS AIRFLOW TO AID ENGINE COOLING.

Designory_67779_GT-R_FULL_GEB_PRINT.indd 12-13 26/07/2016 11:26

RESHAPED HOOD

Longer with reshaped scoops to increase airflow to engine compartment.

REINFORCED HOOD

Stiffened to retain shape at high speeds and increase downforce.

REDESIGNED SIDE SILL

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

C-PILLAR LENGTHENED

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

REAR BUMPER LIP

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

IT STAYS WITHIN THE LINES

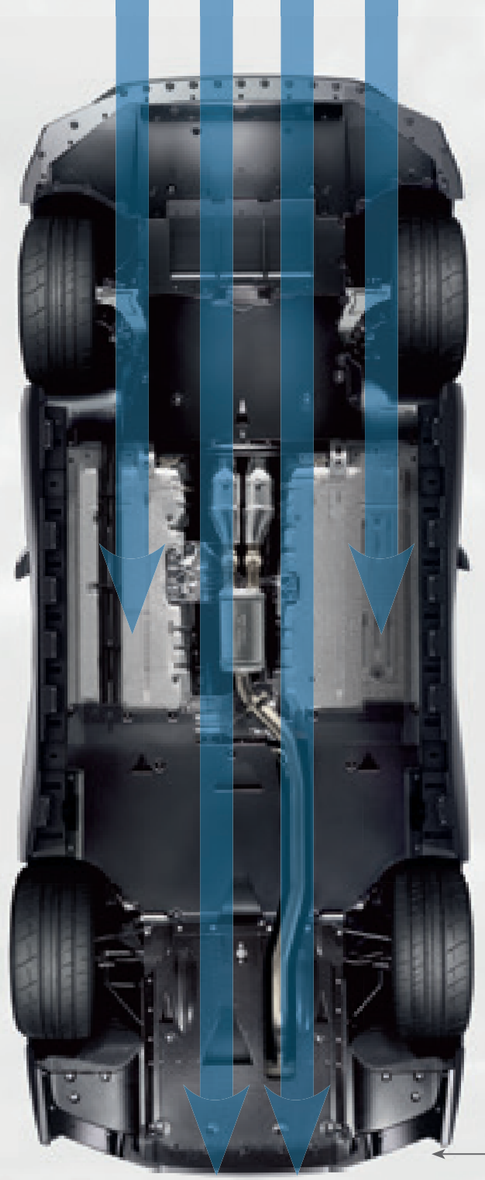
Look closely and you can see the obsession: subtle changes for 2017 that enhance confidence, control and stability.

OVER

UNDER

IT BREAKS ALL THE RULES

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



MOLDED HEAT-RESISTANT UNDERCOVER

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

IMPACT-RESISTANT POLYPROPYLENE FRONT UNDERCOVER

Helps protect components and direct air towards the rear.

OPEN AIR SECTION

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

POLYCARBONITE REAR UNDERBODY PANEL

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

TRANSAXLE UNDERCOVER

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

EXHAUST AIR GUIDE DUCT

Draws in air to help cool transaxle and exhaust.

REAR DIFFUSER

Drives under-car flow. Increases downforce.

CARBON FIBER REAR DIFFUSER TRAY

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 14-15 26/07/2016 11:26

CREATING A SEAMLESS EXPERIENCE

THE MOMENT YOU GET IN.

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 16-17 26/07/2016 11:26

Designory_67779_GT-R_FULL_GEB_PRINT.indd 18-19 26/07/2016 11:26

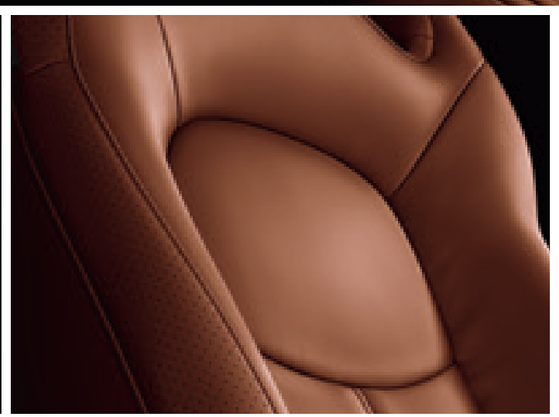
DECADES TO PERFECT. GRATIFICATION

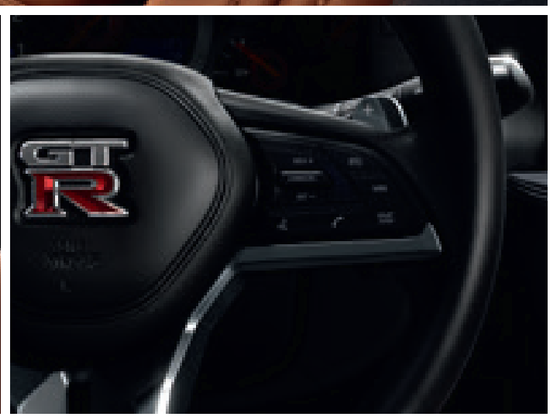
IN AN INSTANT.

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

Luxury sits comfortably with performance.

Take the 2017 GT-R front seats - lighter to enhance the power-to-weight ratio, redesigned for more comfort and support and available in semi-aniline leather.





ARTFULLY **STATE OF ART.**

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

4 SEATS

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 22-23 26/07/2016 11:26

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

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

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

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

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

VIRTUAL **MEETS REALITY**

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

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

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

CUSTOM VIEW 1
Keep an eye on the engine by viewing turbo boost, oil temperature and pressure.

CUSTOM VIEW 2
Feel the force. Monitor Acceleration Gs, turbo boost and throttle position.

CUSTOM VIEW 3
Go the distance. Keep track of current and historical fuel economy as well as range.

CUSTOM VIEW 4
Ideal for heavy-duty driving. Monitor coolant, oil and transmission fluid temperatures.

CUSTOM VIEW 5
Keep tab of chassis dynamics including cornering and overall Gs and brake pedal usage.

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 26-27 26/07/2016 11:26

VISION. DEDICATION.
PASSION.

Designory_67779_GT-R_FULL_GEB_PRINT.indd 28-29 26/07/2016 11:26

THE ART OF THE HAND-FORMED EXHAUST.

In an era of mass production, the GT-R demonstrates the infinite value of handcrafted expertise. Because of the engine's prodigious output, enhanced cooling was needed to develop the exhaust. The solution was to use Titanium – a metal that's notoriously difficult to work with.
The GT-R's standard Titanium exhaust pipe is hand-built by honed specialists and personally fitted to each car: a true piece of performance art.

Designory_67779_GT-R_FULL_GEB_PRINT.indd 30-31 26/07/2016 11:27

MASTERY FROM START TO FINISH

To witness the passion, the GT-R'S pure Japanese DNA, simply lift the hood. Only five master craftsmen in the world are allowed to hand-assemble this 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 Takumi engine-building experience between them, their passion is very, very strong.

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

1 MAN ENGINE

MASTERY FROM ZERO TO 300 KM/H

To create a vehicle that excels beyond the racetrack, in any kind of weather, as rewarding to a novice driver as a seasoned professional, we brought together the AS Class drivers – the top development drivers at Nissan.

Each driver contributed specialist skills that played a key role at each unique stage, from the autobahn expert who drives at speeds exceeding 300km/hr to the expert who tested GT-R's refinement when faced with real-world bumps, potholes, tar tips and manhole covers on the "Marketability Course". At 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

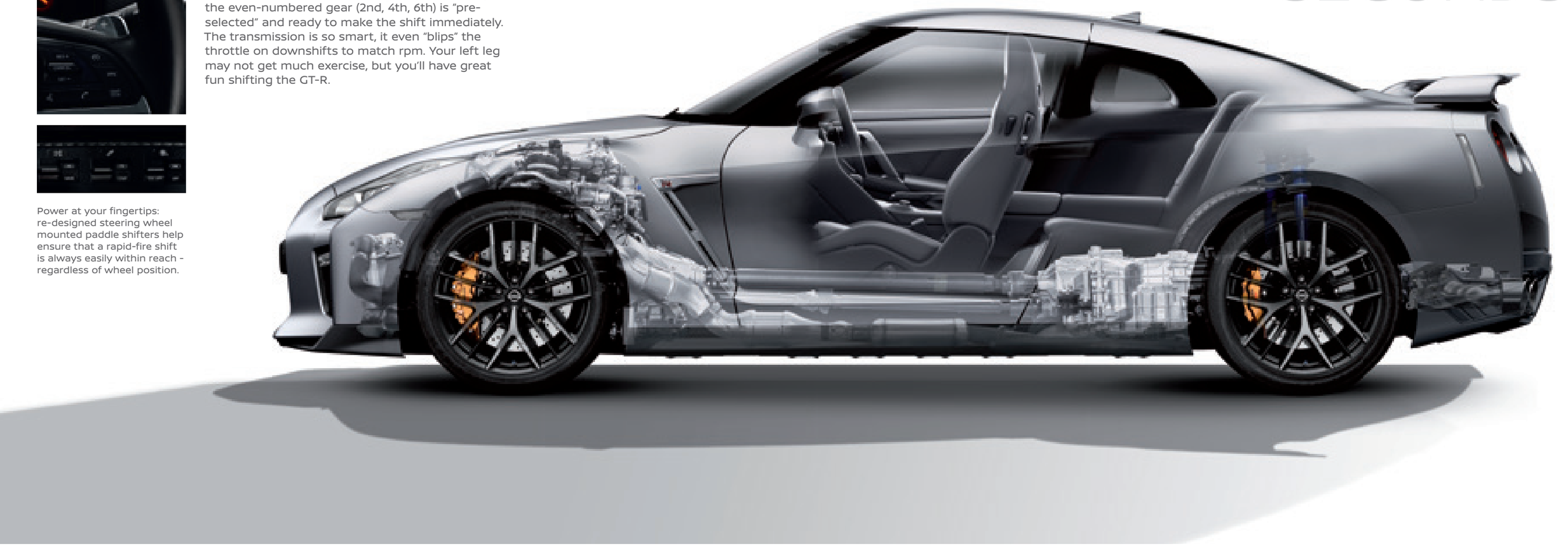
IT SHIFTS THE WORLD OF TRANSMISSIONS IN JUST 0.15 SECONDS.

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

0.15 SECONDS

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

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



570 HORSES **ALL RUNNING IN THE SAME DIRECTION.**

The GT-R combines massive grip with the refinement of a true Grand Touring machine. The suspension filters out bumps and noise while still telling you everything you need to know. Steering effort is reduced at lower speeds for easier in-town manoeuvring, while still delivering the precision you want. It all adds up to a supreme balance – an adrenaline rush and feeling of absolute confidence as you charge out of a turn with 570 thoroughbred horsepower and perfect control at your fingertips.

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

DYNAMIC BALANCE

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

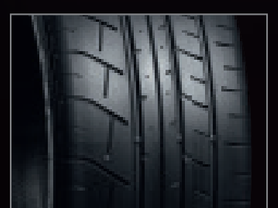
Designory_67779_GT-R_FULL_GEB_PRINT.indd 36-37 26/07/2016 11:27

THE SECRET OF SPEED
IS MUCH MORE THAN HORSEPOWER

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

The brakes feature 6-piston front and 4-piston rear 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. It's not uncommon to see racecar rotors glowing bright red. The Nissan GT-R's cross-drilled rotors feature ingenious, diamond- shaped ventilation ribs to pull away heat, while a full-floating rotor allows the outer disc to expand away from the hub, helping reduce the tendency of the rotor to warp.



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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 38-39 26/07/2016 11:27

46 MILLION SQUARE KILOMETERES OF SNOW PER YEAR.

ONE SUPERCAR TO LET YOU ENJOY THEM.

When the going gets slippery, 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 ever used in a road car to help control the power provided to all four wheels. Combined with an equally advanced stability control system, the result is a superior sense of confidence and more driving days in your calendar.

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

Designory_67779_GT-R_FULL_GEB_PRINT.indd 40-41 26/07/2016 11:27

DESIGNED FOR THE EXTREMIST

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, achieving greater stiffness. On the outside, the dry carbon-fiber rear spoiler 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.

Designory_67779_GT-R_FULL_GEB_PRINT.indd 42-43 26/07/2016 11:27

ENGINE

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

IHI Integrated Turbocharger
An IHI turbocharger is mounted on each bank of the engine. By combining the exhaust manifold and turbocharger into a single unit, the amount of intake and exhaust is optimized. 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.

570 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 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 maximizing horsepower and increasing fuel-efficiency. Compared to the cast-iron liner, the overall weight decreased by approximately 6.6 pounds (3 kg).

Oil Cooler with Thermostat
For optimal control of engine cooling, the VR38 features a thermostatically controlled oil cooler system. A scavenger pump is employed to help keep oil flowing to the turbochargers, even during the strong lateral Gs experienced on a 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 optimizing tire 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 center 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, tire 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 PERFORMANCE

Towards Ultimate Aerodynamics
Inspired by Nismo, GT-R's shape has been modified and updated with body parts designed to minimise drag and maximize cooling-airflow for premium efficiency in all conditions.
- Front Under Spoiler
- Front Opening
- Hood
- Sidesills
- C-pillar
- Rear side bumper

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

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

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

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

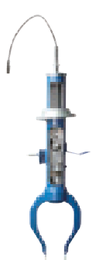
Designory_67779_GT-R_FULL_GEB_PRINT.indd 44-45 26/07/2016 11:27

CHASSIS

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

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

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



The GT-R runs on Dunlop SP Sport Maxx GT 600 DSST CTT ultra-high performance runflat nitrogen-filled tires designed to match the suspension characteristics. Standard tire sizes are 255/40ZRF20 front and 285/35ZRF20 rear. Taking advantage of GT-R's anytime, anywhere capability, optional Dunlop SP 7010 all-season run-flat tires are offered as part of the Cold Weather Package.

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

380mm ROTORS

CALIPERS MACHINED FROM A SINGLE "MONOBLOCK" OF ALUMINUM.

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.

390 mm front and 380 mm rear Brembo full-floating crossdrilled two-piece rotors and lowsteel high-stiffness brake pads minimize fade and provide intense stopping performance. The calipers utilize racecar-style radial mounting to minimize 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, 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 center, 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 center display, a 8-inch wide LCD monitor, the multi-function meter, displays the vehicle condition and driving log. For example, when driving on a circuit, the system gives the driver mechanical information to have complete knowledge of the condition of the car. The braking and steering display shows the corresponding log on lateral G and vertical G for 20 seconds. A recording feature with playback lets the driver see how they were able to control the car during cornering, or how much unnecessary movement took place–information that can be used to improve driver technique.

SOUND MANAGEMENT

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

EXHAUST SOUND CONTROL

TITANIUM EXHAUST WITH CITY SETTING

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

ACCOUSTIC DAMPENING

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

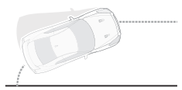
Designory_67779_GT-R_FULL_GEB_PRINT.indd 46-47 26/07/2016 11:27

SAFETY

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

VDC

VEHICLE DYNAMIC CONTROL



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

TCS

TRACTION CONTROL SYSTEM

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

ABS

ANTI-LOCK BRAKING SYSTEM

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

EBD

ELECTRONIC BRAKE FORCE DISTRIBUTION

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

ZONE BODY CONTRUCTION

SURROUNDING YOU WITH STRENGTH

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

SEAT BELTS WITH PRETENSIONERS

SEAT PRETENSIONERS

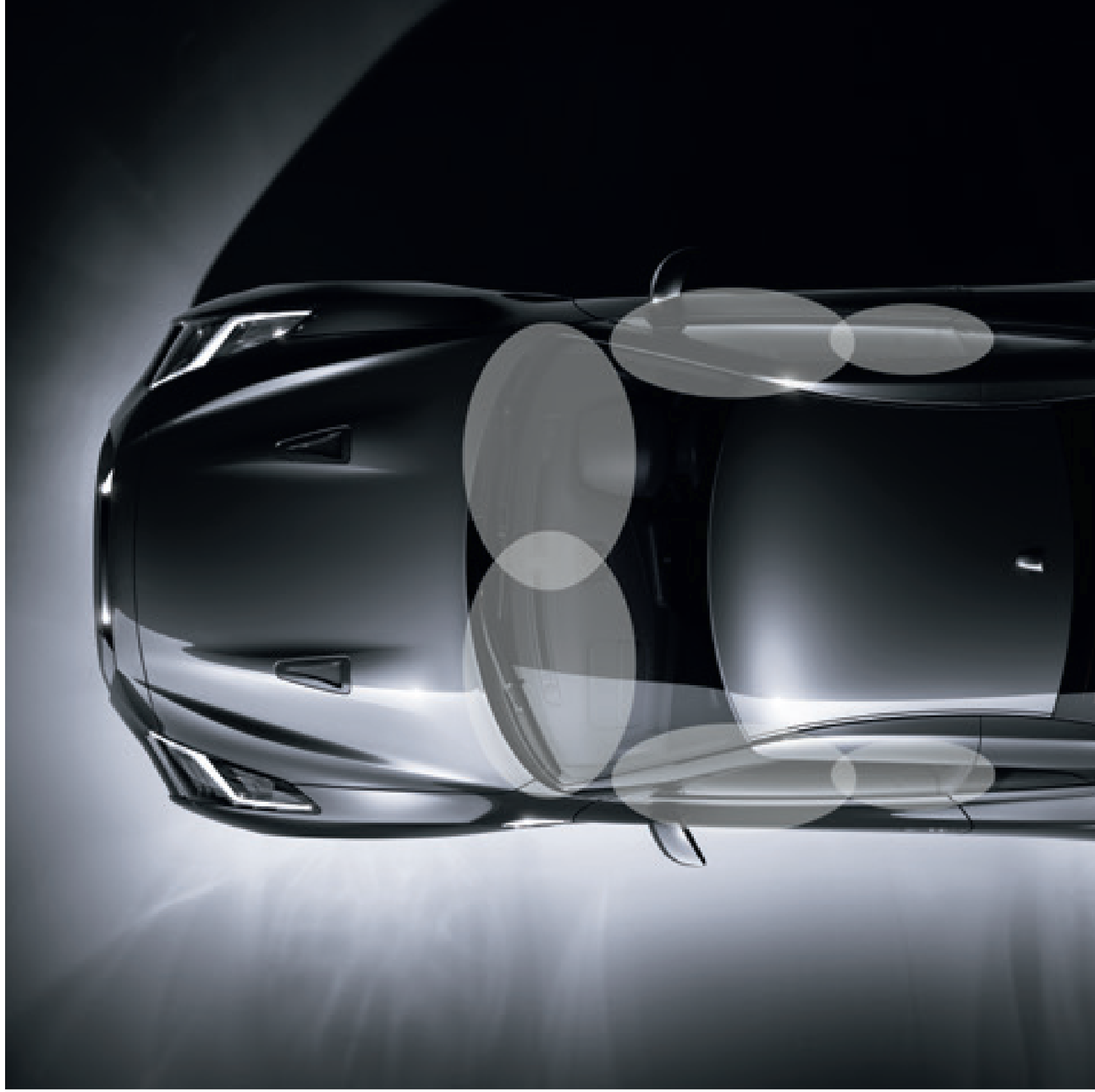
Pretensioners help tighten the front seat belt when the front air bag deploys. And if your body puts too much force on the belt, load limiters give a bit.

6

STANDARD AIR BAGS

ADVANCED PROTECTION

The Nissan Advanced Air Bag System has 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.



GT-R CHOOSE YOUR EXTERIOR COLOR

Katsura Orange_M_EBG*

Vibrant Red_S_A54*

Pearl Blue_M_RAY*

Gun Metallic_M_KAD

Pearl Black_M_GAG*

Pearl White_M_QAB*

Ultimate Silver_SP_KAB*

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

GT-R CHOOSE YOUR INTERIOR COLOR

Black leather / Suede inserts

Black Samurai semi-aniline leather
Prestige

Black / Ivory semi-aniline leather
Prestige

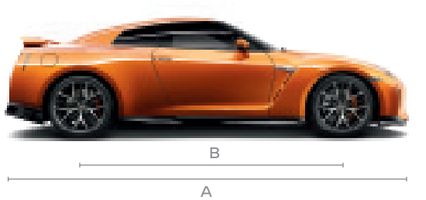
Black / Saddle Tan semi-aniline leather
Prestige

Black / Red Amber semi-aniline leather
Prestige

Black leather / red inserts, contrast stitching
Track - Edition

DIMENSIONS

A: Overall Length: 4710MM
B: Wheelbase: 270MM
C: Overall width: 1895MM
D: Overall height: 1370MM



OUR PROMISE. YOUR EXPERIENCE

THERE'S NO TIME LIMIT ON HOW LONG YOU WILL BENEFIT FROM OUR PROMISES.
IF YOU HAVE JOINED THE YOU+NISSAN PROGRAM, AND WANT TO BE SPOKEN TO IN A GENUINE,
OPEN AND HONEST MANNER, WE WILL LOOK AFTER YOU. FOREVER. **THAT IS OUR PROMISE.**

FREE COURTESY CAR

We promise to keep you on the road whilst your car is being serviced. Book in advance and we'll ensure that a free courtesy car is available for you. We even have electric cars available at select service points, and a range of other transport solutions to suit your needs.

FREE VEHICLE HEALTH CHECK

We promise to give your car a free health check prior to any work being carried out, so you know exactly what needs to be done, and how much it will cost. All our prices are also fully accessible online and at our dealers.

SERVICE PRICE MATCH

We promise to deliver the highest care for your Nissan thanks to the expertise of Nissan trained teams and the use of Nissan genuine parts. We simply know best how to service your Nissan. And to guarantee best value-for-money, Nissan will price match like-for-like quotes within 10km of your local dealer.

LIFETIME NISSAN ASSISTANCE

We promise to keep you on the road 24/7. Should anything unexpected happen, we guarantee 24-hour Nissan assistance, whatever the age of your Nissan.

ANYWHERE, ANYTIME, ANYTHING. JUST CALL **0800 000 000** AND WE'LL BE RIGHT THERE.

NISSAN SERVICE CONTRACTS

Nissan Service Contract is the best way to give your Nissan GT-R the maintenance it deserves! We take good care of your Nissan whilst keeping your aftercare at fix price over years. While bringing your car at our dealership, we will change your parts and fluids in accordance with Nissan official service schedule and perform check ups for peace of mind journeys. Total budget and plan control, Nissan will inform you of due visits and propose the most suitable service and timing for your services.

NISSAN EXTENDED WARRANTY

Nissan Extended Warranty gives you the opportunity to extend the 3 Years/100,000 km warranty for a longer period or mileage. Select the contract that best suits your driving usage. In case of a repair, only Nissan genuine parts will be used and fitted by Nissan trained technicians. For your peace of mind, 24/7 European roadside assistance is included (if applicable).

AT NISSAN, YOU BRING OUT THE BEST IN US.

You spark our imagination. You provoke our ingenuity. You inspire us to change the rules and innovate. And at Nissan, innovation is not just about additions and extensions; it's about crossing the line to reinvent the status quo. It's about developing unexpected solutions to satisfy your wildest and most pragmatic desires. At Nissan, we design cars, accessories and services that break the mould - making the practical exciting and the exciting practical to offer you a more exhilarating driving experience everyday.

NISSAN GT-R OFFERS YOU:

3-YEAR WARRANTY OR 100 000 KM

YEARLY OR 30,000 KM INTERVAL FOR DIESEL ENGINES

YEARLY OR 20 000 KM INTERVAL FOR PETROL ENGINES

Designory_67779_GT-R_FULL_GEB_PRINT.indd 52-53 26/07/2016 11:27

Designory_67779_GT-R_FULL_GEB_PRINT.indd 54-55 26/07/2016 11:27

YOU+ NISSAN
OUR PROMISE. YOUR EXPERIENCE.

- Free Courtesy Car
- Service Price Match
- Lifestime Nissan Assistance
- Free Vehicle Health Check

THERE'S NO TIME LIMIT ON HOW LONG YOU WILL BENEFIT FROM OUR PROMISES.
IF YOU HAVE JOINED THE YOU+NISSAN PROGRAM, AND WANT TO BE SPOKEN TO IN A GENUINE,
OPEN AND HONEST MANNER, WE WILL LOOK AFTER YOU. FOREVER. **THAT IS OUR PROMISE.**

visit our website at: www.nissan-GT-R.com

Follow Nissan GT-R on:

Every effort has been made to ensure that the content of this publication is correct at the time of going to press (July 2016). This brochure has been produced featuring prototype vehicles exhibited at motor shows. In accordance with the company's policy of continuously improving its products, Nissan Europe reserves the right to change at any time the specification and the vehicles described and shown in this publication. Nissan dealers will be informed of any such modifications as quickly as possible. Please check with your local Nissan dealer to receive the most up-to-date information. Because of the limitations of the printing processes used, the colours shown in this brochure may differ slightly from the actual colours of the paint and interior trim materials used. All rights reserved. Reproduction in whole or part of this brochure without the written permission of Nissan Europe is forbidden.

This brochure is made from chlorine free paper – MY16 GT-R BROCHURE 07/2016 – Printed in EU.
Created by DESIGNORY, France and produced by eg+ worldwide – Tel.: +33 1 49 09 25 35

Dealer stamp:

Designory_67779_GT-R_FULL_GEB_COUV.indd 1 26/07/2016 11:03