



GT
R



A SUPERCAR THAT SCULPTS THE WIND

Rather than being confined by the demands of aerodynamics, the Nissan 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.



THE AIR CAN'T BELIEVE ITS EYES

You see a 2017 Nissan GT-R.[®] With an undeniable presence and stance. But to the air, the GT-R looks like a low-slung, mid-engine exotic with barely enough room for two, let alone four. How is this done? Years of devotion to the smallest aerodynamic detail – and a little magic.

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A reshaped front fascia, reshaped C-pillar, and extensions at the lower portion of the rear bumper allow the 2017 GT-R to cut through the air efficiently.

COEFFICIENT OF DRAG [Cd]



COEFFICIENT OF DRAG

AERODYNAMIC DOWNFORCE

Downforce adds grip and enhances the feeling of control. By redesigning the front spoiler, reinforcing the hood, and reshaping the side sill extensions to prevent air being drawn under the vehicle, the 2017 GT-R more consistently applies its downforce.



DOWNFORCE

ENGINE COOLING IMPROVEMENT

Cool air is key for performance, especially for the engine and to provide a dense intake charge to feed hungry turbochargers. Increasing the size of the grille by 20% enhances airflow by an appreciable 2%.

+2%

VENTILATION INCREASE



IT STAYS WITHIN THE LINES

Look closely and you can see the obsession. Subtle changes for 2017 help enhance confidence, control and stability.

OVER



Front Fascia

Creating a small vortex at the fascia guides air around the front wheels.



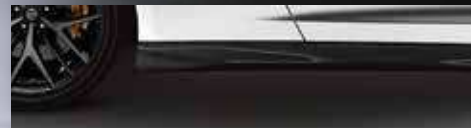
Reinforced Hood

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



Redesigned Side Sill

Prevents air being drawn under vehicle, maintaining downforce and helping enhance crosswind stability.



Rear Bumper Lip

Reduces drag at end of vehicle and helps exhaust run cooler.



The image shows the driver's side interior of a Nissan GT-R. The steering wheel is wrapped in tan leather and features the GT-R logo in the center. Behind the wheel, the instrument cluster includes a tachometer, speedometer, and several smaller gauges. The dashboard is finished with a dark, textured material, possibly carbon fiber, and a large infotainment screen displays various vehicle metrics. The center console has a gear shifter and handbrake, both with leather accents. The overall aesthetic is one of luxury and performance.

CREATING A SEAMLESS EXPERIENCE THE MOMENT YOU GET IN

A tradition of craftsmanship makes the Nissan GT-R® a supercar that will take your breath away – even when sitting still. The GT-R's dashboard is wrapped with a single Nappa leather hide, hand-selected for tone and scrutinized for even the smallest imperfection. New slimmer, soft-touch padding material saves weight and creates a stunning work of art.

A close-up photograph of the rear passenger area of a car. Two red leather seats with a quilted pattern are visible. Between the seats is a black center console. On the backrest of the center console, there are two circular Bose speakers. The Bose logo is visible on the speaker housing. The overall lighting is dramatic, highlighting the texture of the leather and the sleek design of the interior.

BOSE[®]

EVEN THE REAR SEAT PERFORMS

The available 11-speaker Bose[®] audio system was designed along with the Nissan GT-R[®] itself. Die-cast aluminum 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, and mounted in a way to employ the trunk as a giant bass enclosure.

IT BREAKS ALL THE RULES

What you can't see is equally impressive. Air underneath the body is used to create downforce, pulling the Nissan GT-R® to the road, as well as to help cool key components.

UNDER



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

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.

565HP

The perfect blend of size and power.

Closed Deck and Ladder Frame Structure

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

Independent Intake and Exhaust System

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

Plasma Coating Bore

Innovative plasma-sprayed bores are used in each cylinder instead of traditional cast-iron liners. This enhances cooling, reduces friction and weight, while 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 turbo-chargers, even during the strong lateral Gs experienced on a racecourse.

TRANSMISSION

Premium Midship

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. The system then adjusts torque bias to help follow the driver's intended line.

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



Developed exclusively for GT-R, the 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 which are highly visible, even in broad daylight.

DAMPTRONIC®

Advanced Ride-adjustable Suspension.



The DampTronic® system features three driver-selectable settings – Normal; Comfort, for maximum suspension compliance; or R for sporty driving. For 2017, the DampTronic® system has been further developed, offering a smoother ride when in Comfort mode, and enhancing steering feel in R mode. The system is exceptionally advanced – the electronic controller of the damping force optimally manages 11 types of vehicle data.

Nitrogen-filled Run-flat Tires The GT-R runs on Dunlop® SP Sport MAXX® GT 600 DSST CTT ultra-high performance run-flat nitrogen-filled tires designed to match the suspension characteristics. Standard tire sizes are 255/40ZRF20 front and 285/35ZRF20 rear.

15" ROTORS

Calipers machined from a single aluminium "monoblock."

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. 15.35-inch front and 15.0-inch rear Brembo full-floating cross-drilled two-piece rotors and low-steel 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.



EXHAUST SOUND CONTROL

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 residential settings.



Acoustic Glass and Sound Damping The 2017 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.

PREMIUM EDITION SPECIFICATION

- 3.8-liter twin-turbocharged V6 engine
- Dual-clutch 6-speed transmission
- ATTESA E-TS® All-Wheel Drive
- 20" Super-lightweight RAYS® forged-alloy wheels
- Dunlop® SP Sport MAXX® GT600 DSST CTT high-performance run-flat tires
- Nissan/Brembo® braking system
- Bilstein® DampTronic® suspension system
- Advanced Vehicle Dynamic Control (VDC) with three driver-selectable modes
- Titanium exhaust with exhaust sound control
- Multi-LED headlights with signature lighting
- Driver-configurable Multi-Function Display system
- Leather-appointed front seats with synthetic suede inserts
- Bose® audio system
- 11 speakers, including dual subwoofers
- Active Noise Cancellation (ANC)
- Active Sound Enhancement (ASE)

CHOOSE YOUR INTERIOR

Black Leather Premium



Ivory Semi-aniline Leather Premium



Red Amber Semi-aniline Leather Premium



Rakuda Tan Semi-aniline Leather Premium



COLOURS SELECTION



ULTIMATE SHINY ORANGE (EBG)



BRILLIANT WHITE PEARL (QAB)



ULTIMATE METAL SILVER (KAB)



DARK METAL GRAY (KAD)



AURORA FLARE BLUE PEARL (RAY)



VIBRANT RED (A54)



METEOR FLAKE BLACK PEARL (GAG)

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