



Innovation
that excites

2017
GT-R®



LEGENDARY isn't found in a lap time. Or a 0-100 number. Or even on a price tag. It's built on an obsession to detail. And a radical belief that a real supercar delivers performance in real-world conditions. Anywhere. Anytime. So refined, anyone can drive it.¹ So capable, it can turn the automotive world on its ear. The 2017 Nissan GT-R®. Its history speaks of world-beating performance, but the pursuit will always be of pure **EXHILARATION**.



Nissan GT-R® Premium shown in Blaze Metallic.

¹Driving is serious business and requires your full attention. At all times, obey traffic laws. Not intended for unpaved off-road use. Always wear your seat belt, and please don't drink and drive.

CREATING A SEAMLESS EXPERIENCE THE MOMENT YOU GET IN

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

Semi-aniline, leather-appointed heated front seats

Hand-selected, single-hide dashboard cover

Display Commander media controller

Active Noise Cancellation system

Bose® audio system with 11 speakers

Steering wheel-mounted paddle shifters

Nissan GT-R® Premium shown in Rakuda Tan Semi-aniline Leather.

US instrumentation shown.

A black Nissan GT-R Premium is shown from a rear three-quarter perspective, driving through a tunnel. The car is dark, with its distinctive quad exhaust tips and circular taillights visible. The tunnel's curved walls and ceiling are lined with lights, creating a sense of speed and motion. The license plate reads 'AEG 113'.

A SUPERCAR THAT SCULPTS THE WIND

Rather than being confined by the demands of aerodynamics, the GT-R® sculpts the air to its needs – becoming a force of nature, as much as a force to be reckoned with.

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

Every aerodynamic detail was considered. A 1% energy loss around the C-pillar was enough for the GT-R's fanatical engineers to redesign the pillar to create a cleaner design.

Nissan GT-R® Premium shown in Jet Black.

Front Fascia

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



Reinforced Hood

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



Redesigned Side Sill

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



Rear Bumper Lip

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



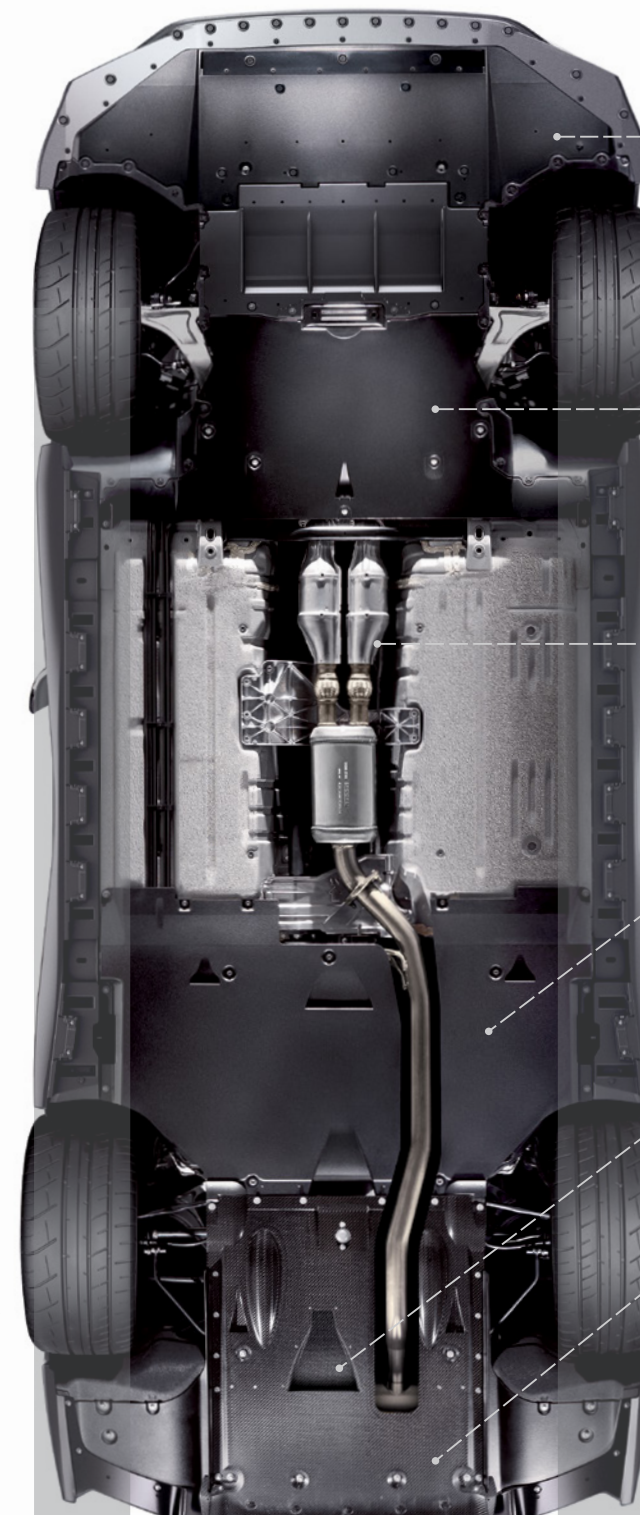
IT STAYS WITHIN THE LINES

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

UNDER OVER

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, as well as help cool key components.



Impact-Resistant Polypropylene Front Undercover

Helps protect components and starts to direct air towards rear of vehicle.

Molded Heat-Resistant Undercover

Helps accelerate air underneath the vehicle for cooling and creating downforce.

Open Air Section

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

Transaxle Undercover

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

Exhaust Air Guide Duct

Cools exhaust and guides air into diffuser.

Carbon Fibre Rear Diffuser Tray

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



MASTERY COMES IN THE SILENCE OF A CLEAN-ROOM OR THE ROAR OF A TEST TRACK

To see the pure passion, the true Japanese DNA of the GT-R,[®] simply lift the hood. Only five master craftsmen in the world are allowed to hand-assemble the GT-R's engine. They are known as Takumi – a Japanese term used to describe a master craftsman who has perfected his skills over years of painstaking work and dedication.

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

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



4 MASTER DRIVERS

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

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



1

MAN
ENGINE

TO BREAK RECORDS, FIRST BREAK WITH CONVENTION

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

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



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



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

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

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

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

Independent Rear Axle
By moving the transfer case to the rear of the vehicle, GT-R creates the world’s first independent rear transaxle for an All-Wheel Drive vehicle.

565 HORSES – ALL RUNNING IN THE SAME DIRECTION

Massive grip combined with refinement. A suspension that helps filter out bumps and noise while telling you everything you need to know. Reduced steering effort at lower speeds that still delivers the precision you desire. It all adds up to create the GT-R®'s unique ability to combine supreme confidence with the pure adrenaline rush of 565 thoroughbred horsepower.

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



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

DYNAMIC



BALANCE

Another rule bites the dust courtesy of GT-R – a 54 front/46 rear static ratio is actually ideal for handling. At the precise moment the driver accelerates out of a corner's apex, the weight distribution shifts rearward and becomes an approximate 50/50 balance, translating into enhanced tire contact for better acceleration, quicker turns, and a handling feel that's uniquely GT-R.

Nissan GT-R® Premium shown in Solid Red.



**46 MILLION SQUARE KILOMETRES
OF SNOW PER YEAR**
**ONE SUPERCAR
TO LET YOU ENJOY THEM**

One of the most advanced All-Wheel Drive systems ever used in a road car helps provide control of power to all four wheels. Combined with an equally advanced stability control system, the result is a superior sense of confidence.

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



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

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



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



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



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



The setup switch is the heart of the GT-R's anytime, anywhere performance¹ – the system allows adjustment of the settings at a touch of a fingertip. The transmission, shock absorbers and VDC² 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.¹

¹Driving is serious business and requires your full attention. At all times, obey traffic laws. Not intended for unpaved off-road use. Always wear your seat belt, and please don't drink and drive.
²VDC, which should remain on when driving except when freeing the vehicle from mud or snow, cannot prevent accidents due to abrupt steering, carelessness, or dangerous driving techniques.

DESIGNED FOR THE EXTREMIST TRACK EDITION¹

Putting a sharper edge on the blisteringly quick GT-R®, the Track Edition gives you competition-quality gear, including NISMO® wheels, a NISMO-tuned suspension and special body bonding. On the outside, the dry carbon-fibre rear spoiler² 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.



¹Late availability. ²Dry carbon-fibre requires specific maintenance. Please see your Owner's Manual for details.
RAYS® is a registered trademark of RAYS Engineering. Recaro® is a registered trademark of Recaro North America Inc.

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

BLACK/RED
RECARO® FRONT SEATS



NISMO®-TUNED
SUSPENSION



DRY CARBON-FIBRE
REAR SPOILER²



NISMO® BLACK 20" RAYS®
FORGED-ALLOY WHEELS



PAINT AND FABRIC

■ Standard
□ Optional
¹Extra cost option
²Late availability



Jet Black¹ GAG

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER	□	
IVORY LEATHER	□	
BLACK/RED LEATHER		■



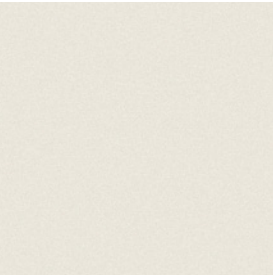
Gun Metallic¹ KAD

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER	□	
IVORY LEATHER	□	
BLACK/RED LEATHER		■



Super Silver¹ KAB

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER	□	
IVORY LEATHER	□	
BLACK/RED LEATHER		■



Pearl White¹ QAB

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER	□	
IVORY LEATHER	□	
BLACK/RED LEATHER		■



Solid Red A54

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER		
IVORY LEATHER	□	
BLACK/RED LEATHER		■



Deep Blue Pearl¹ RAY

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER		
IVORY LEATHER	□	
BLACK/RED LEATHER		■



Blaze Metallic¹ EBG

	PREMIUM	TRACK EDITION ²
BLACK LEATHER	■	
RAKUDA TAN LEATHER	□	
RED AMBER LEATHER		
IVORY LEATHER	□	
BLACK/RED LEATHER		■



BLACK LEATHER/
SYNTHETIC SUEDE
INSERTS



RAKUDA TAN
SEMI-ANILINE
LEATHER



RED AMBER
SEMI-ANILINE
LEATHER



IVORY
SEMI-ANILINE
LEATHER



BLACK/RED
LEATHER

Engine	Premium	Track Edition¹
VR38DETT – 3.8-litre twin-turbocharged 24-valve V6	■	■
— Horsepower – 565 HP @ 6800 rpm	■	■
— Torque – 467 lb.-ft. of torque @ 3300–5800 rpm	■	■
Cylinder bore x stroke – 95.5 mm x 88.4 mm	■	■
Emissions – ULEV	■	■
Continuously Variable Valve Timing Control System (CVTCS) on intake valves	■	■
Aluminum cylinder block with high-endurance/low-friction plasma-sprayed bores	■	■
Aluminum pistons	■	■
Nissan Direct Ignition System with iridium-tipped spark plugs	■	■
Electronic drive-by-wire throttle	■	■
Pressurized lubrication system with thermostatically controlled cooling and magnesium oil sump pan	■	■
Fully symmetrical dual intake and low back-pressure exhaust systems	■	■
Secondary air intake system to rapidly heat catalysts to peak cleaning efficiency	■	■
Special 50:50 cold-weather coolant mix	■	■
Engine block heater	■	■

Brakes		
Nissan/Brembo® braking system – 4-wheel disc brakes, 15.4" front and 15.0" rear two-piece floating-rotors with diamond-pattern internal ventilation	■	■
Super-rigid 6-piston front/4-piston rear monoblock calipers with racecar-inspired 3-point radial mounting	■	■
4-wheel Anti-lock Braking System (ABS)	■	■
Electronic Brake force Distribution (EBD)	■	■

■ Standard P Part of Premium Interior Package

Chassis/Body		
Premium Midship (PM) platform with hybrid unibody	■	■
Aluminum hood, trunk lid and outer door skins		■
Die-cast aluminum front shock towers and inner door structures	■	■
Carbon-fibre engine chassis brace		
Carbon-composite front crossmember/radiator support	■	■
Body-bonding to key spot-welds		■

Exterior Features		
Multi-LED headlights with signature lighting	☒	☒
Auto-on/off headlights	☒	☒
LED Daytime Running Lights, taillights and brake lights	☒	☒
Dual power folding heated outside mirrors	☒	☒
Flush-mounted aluminum door handles	☒	☒
Titanium exhaust with exhaust sound control	☒	☒
UV-reducing solar glass (windshield and front doors)	☒	☒

Safety/Security		
Nissan Advanced Airbag System (AABS) with dual-stage supplemental front airbags, seat belt sensors and occupant-classification sensor	■	■
Driver and front-passenger seat-mounted side-impact supplemental airbags and roof-mounted curtain supplemental airbags	■	■
Front seat belts with pre-tensioners and load limiters	■	■
LATCH System (Lower Anchors and Tethers for Children)	■	■
Zone Body Construction with front and rear crumple zones	■	■
Hood-buckling creases, side-door guard beams and energy-absorbing steering column	■	■
Tire Pressure Monitoring System (TPMS)	■	■
Immobilizer Key System	■	■
Anti-theft system	■	■



NISSAN
GREEN PROGRAM

NISSAN GT-R®

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

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that excites**

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