



GT
R

Innovation
that excites



LEGENDARY isn't found in a lap time. Or a 0-60 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. And for Anyone. So refined and so capable, it's sure to 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**.





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 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

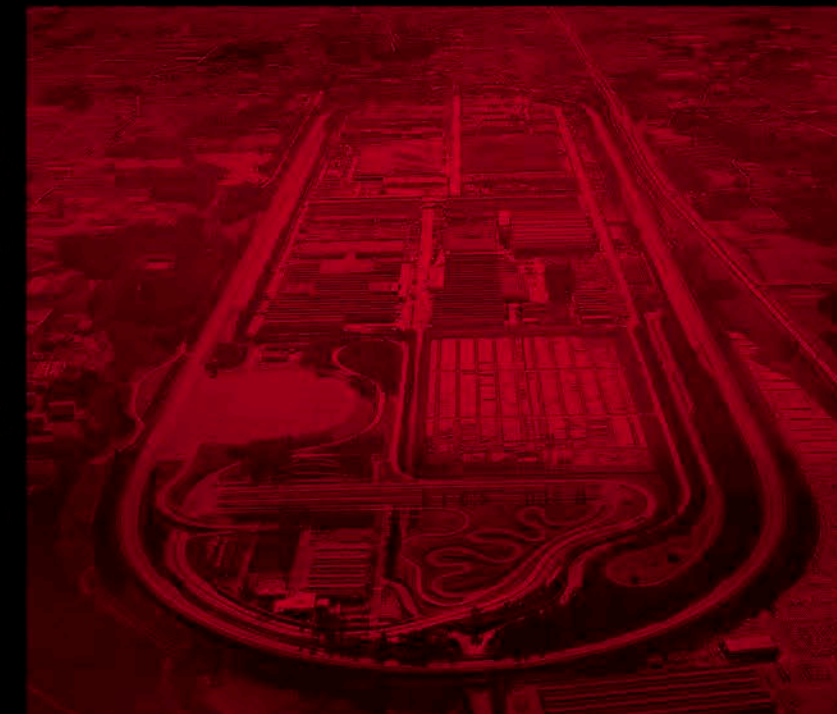


MASTERY FROM ZERO TO 300 KM/H

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



THE AIR CAN'T BELIEVE ITS EYES

You see a 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 reshaped C-Pillar and extensions on the lower rear bumper, the GT-R slices through the air.

160KG 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. Its 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.



FRONT FASCIA

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



REINFORCED HOOD

Stiffened 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.



IT STAYS WITHIN THE LINES

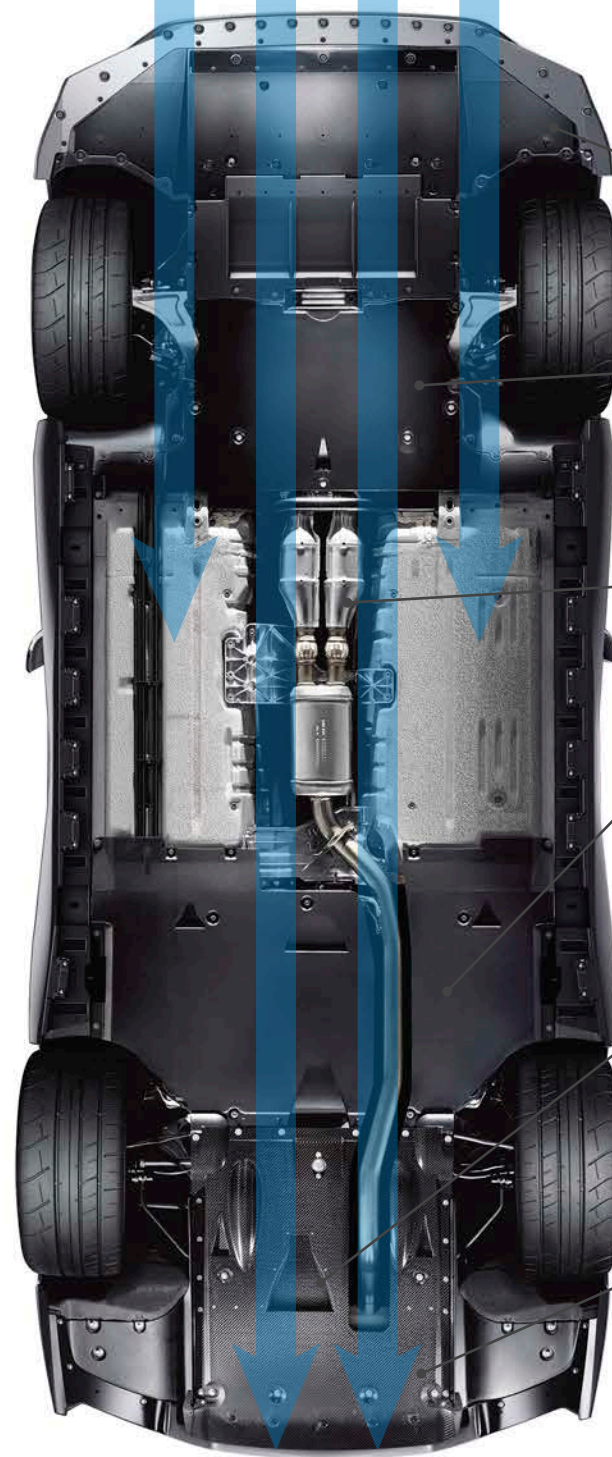
Look closely and you can see the obsession. Subtle changes for the new GT-R help enhance confidence, control and stability.

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 Nissan GT-R to the road and helping to 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 into 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.

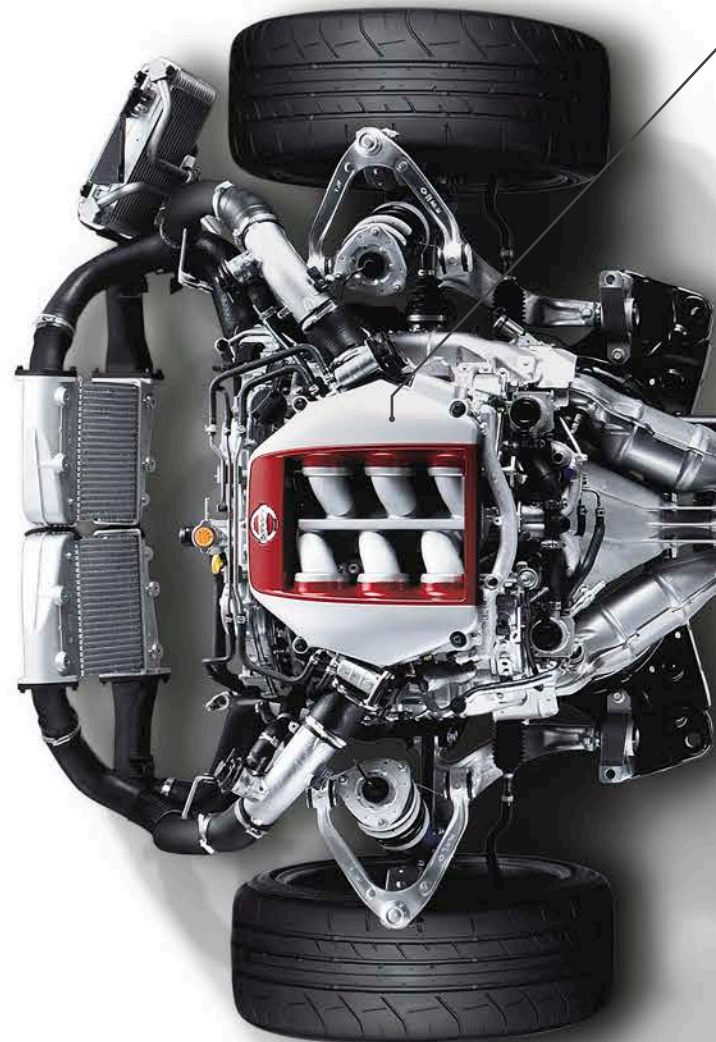
CARBON FIBER REAR DIFFUSER TRAY

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

TO BREAK RECORDS, FIRST BREAK WITH CONVENTION

When building the Nissan GT-R, we followed a philosophy that says nothing is sacred. 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, however, this would place the transmission rearward, intruding into the passenger cabin.

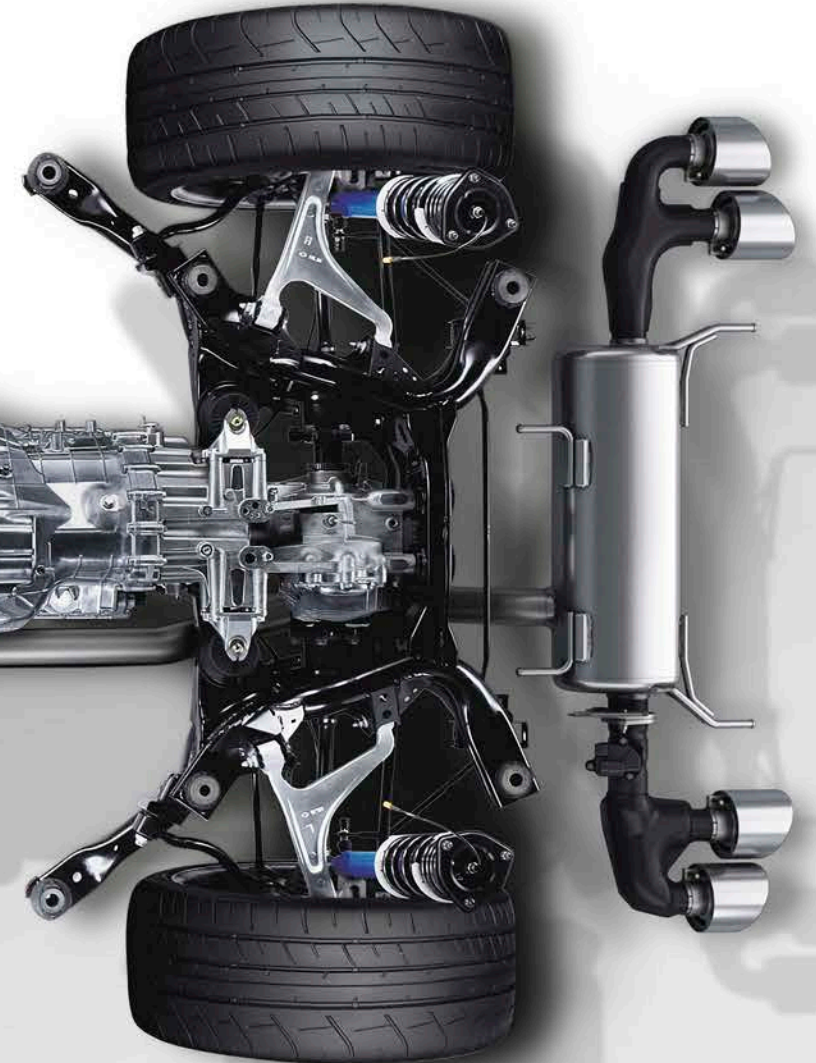
The solution: separate the transmission from the engine and mount it with the transfer case in the rear of the vehicle, creating the world's first independent rear transaxle for an All-Wheel Drive vehicle. By putting greater weight over the rear axle, traction and braking are improved. This even creates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



PREMIUM MIDSHIP ENGINE POSITION
Center of engine placed rearward in chassis for superior handling.

REAR TRANSMISSION POSITION
Transmission placed at rear of chassis for better traction and braking.

SLANTED INPUT AND OUTPUT SHAFTS
The input and output shafts are slanted and flattened out to lower the center of gravity, further enhancing handling.



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 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.



Two clutches. No clutch pedal. A lightning-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.

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

0.15 SECONDS



570 HORSES

ALL RUNNING IN THE SAME DIRECTION

Massive grip combined with refinement. A suspension that helps filter out bumps and reduce 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 Nissan GT-R's unique ability to combine supreme confidence with the pure adrenaline rush of 570 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.

DYNAMIC BALANCE

Another rule rewritten, 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.





FULL CONTROL ON ANY ROAD

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 Nissan 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 an All-Wheel Drive can offer.



THE SECRET OF SPEED IS MUCH MORE THAN HORSEPOWER

Look beyond the sheer size of the 15.4" front and 15.0" rear brake rotors, and you'll see that Nissan GT-R employs some of the biggest ideas in racing.

6-piston front and 4-piston rear calipers provide stronger, more even clamping power. The caliper is machined from a one-piece "monoblock" of aluminum for extreme rigidity with light weight.

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.

Obsessive detail shows up in the design of the GT-R's Dunlop SP Sport MAXX GT600 DSST CTT high-performance run-flat tires. A tiny block was added to one of the treads to combat tread squirm and help give a more confident and precise feel at the wheel.





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.



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

Taking advantage of the capabilities of Nissan GT-R requires your attention, but it should never feel like information overload. Redesigning the GT-R dashboard reduces the number of switches by more than half, and makes access and use simpler and more intuitive, giving you more time to focus on what's important - the pure enjoyment of the drive.

VIRTUAL MEETS REALITY

For proof of the Nissan 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.



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



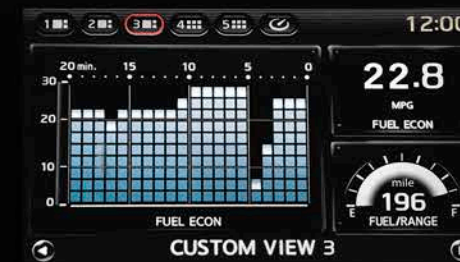
Ideal for heavy-duty driving. Monitor coolant, oil and transmission fluid temperatures.



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



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



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



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



A THRONE FIT FOR YOUR PASSION

Luxury sits comfortably with performance. Take the new GT-R front seats - lighter to enhance the power-to-weight ratio, redesigned for more comfort and support and available in semi-aniline leather.

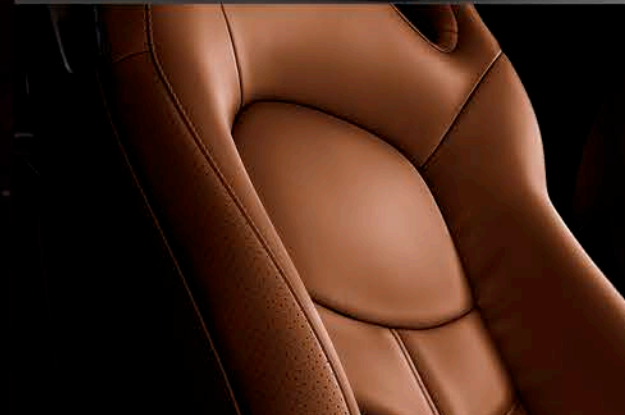
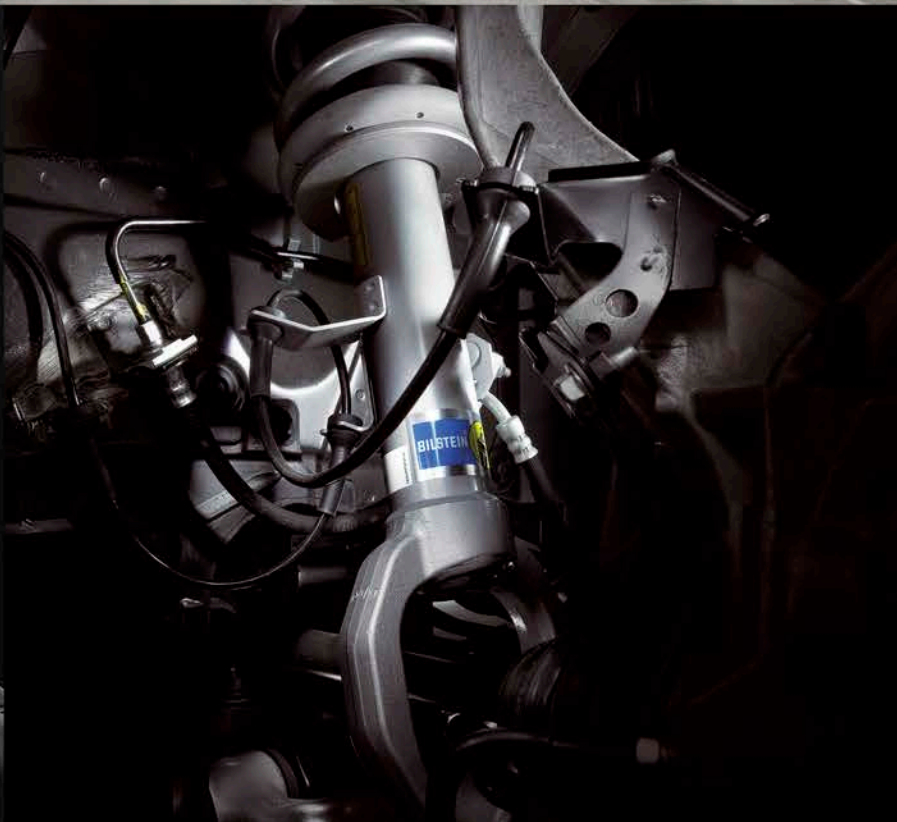
ARTFULLY STATE OF ART.

GT-R's 11-speaker Bose® audio system was designed with the vehicle itself. The die-cast aluminum 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.

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.

4 SEATS





PREMIUM STANDARD EQUIPMENT

- 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
- 8" multi-function touchscreen display
- Driver-configurable Multi-function Display System
- Leather-appointed front seats with synthetic suede inserts
- Bose® audio system with 11 speakers, including dual subwoofers
- Active Noise Cancellation (ANC)
- Active Sound Enhancement (ASE)



PEARL WHITE



ULTIMATE SILVER



GUN METALLIC



PEARL BLACK



KATSURA ORANGE



PEARL BLUE



VIBRANT RED



BLACK SAMURAI SEMI-ANILINE LEATHER



SADDLE TAN SEMI-ANILINE LEATHER



IVORY SEMI-ANILINE LEATHER



RED AMBER SEMI-ANILINE LEATHER



SPECIFICATIONS AND FEATURES

Model Grade	NISSAN GT-R Premium
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ENGINE	
Engine Code	VR38DETT
No. of Cylinders, Configuration	V6 Twin Turbo Charge
Valves per Cylinder	4
Cam design	DOHC, Continuously Variable Valve Timing Control System (CVTCS)
Engine Capacity	cm3 3,799
Bore x Stroke	mm 95.5 x 88.4
Maximum Power	ps/rpm 570 @ 6,800
Maximum Torque	Nm/rpm 633 @ 3,300 - 5,800
Fuel	Premium Unleaded Petrol (100 Octane)
Ignition System	Nissan Direct Ignition System
Fuel Tank Capacity	Liters 74
Fuel System	Multi Point Injection

DRIVETRAIN	
Drive Configuration	ATTESA ET-S Four-Wheel Drive (4WD) with Patented Independent Rear-mounted Transaxle
Transmission	GR6 6-Speed Dual Clutch Transmission with 3 Driver-selectable Modes, Fully Automatic Shifting or Sequential Manual Control via Steering Wheel-Mounted Paddle Shifters
Limited Slip Differential	1.5 Way Mechanical LSD

SUSPENSION/CHASSIS		
Suspension	Front	Double Wishbone with Aluminum (forged) Upper Links and Lower Arms
	Rear	Multilink with Aluminum (forged) Upper Links
Front Stabilizer Bar	Front and Rear	With Normal Spring Rate
Shock Absorbers	Front	Bilstein Adaptive DampTronic
	Rear	Bilstein Adaptive DampTronic
Steering		Electronically Controlled Rack & Pinion with Vehicle-Speed-Sensitive Power Assist and Paddle Shifters
Steering Turns - Lock to Lock		2.4
Brakes		Nissan/Brembo Braking System, 4-Wheel Disc Brakes, Super Rigid 6-Piston Front / 4-Piston Rear Monoblock Calipers with Racecar-inspired 3-Point Radial Mounting
Brakes Diameter and Thickness	Front (mm)	390 x 32.6
	Rear (mm)	380 x 30
Wheels: RAYS 10-Spoke Lightweight 20" Alloy	Front	255/40 ZRF 20
	Rear	285/35 ZRF 20
Tires: Dunlop SP Sport MAXX GT600 DSST CTT Run Flat Tires Nitrogen-Filled	Front	20" x 9.5"
	Rear	20" x 10.5"

WEIGHTS / DIMENSION		
Dimensions (L x W x H)	mm 4,710 x 1,895 x 1,370	
Wheelbase	mm 2,780	
Ground Clearance	mm 110	
Gross Weight	kg 2,200	
Max. Axle Weight	Front (kg)	1,080
	Rear (kg)	1,165
Mnimum Turning Radius	mm 1,210	
Seating Capacity	Person 4	
Luggage Capacity	Liters 315	

EXTERIOR	
Headlamps	Super Wide Beam LED with AFS and Levelizer and Wiper
Daytime Running Lights (DRL)	With
Fog Lights	With
Rear Lamp	GT-R Signature High Intensity Multi-LED
Outside Door Mirror	Dual Power Folding, Heated
Outside Door Handles	Flush Mounted Aluminum Door Handles with GT-R Exclusive I-Key Switch
Door Waist Moulding	Black
Wiper	Intermittent with Speed Sensing and Rain Sensor
Green Tinted Glass	UV-Reducing Solar Glass
Rear Spoiler	Body Color, with Integrated Stop Lamp
Front Grille	With Signature V-Motion Character Design, Matte Chrome Finish + Mesh Pattern
Diffuser	Front: Carbon SMC ; Rear: Carbon Composite
Over Fender	Standard
Turn Signal Lamp	Bumper Side Mounted

INTERIOR		
Seats	Front Material / Type Switches	Leather with Power Adjust 3 Spoke - Leather with Manual Adjust (Tilt and Telescopic) Audio, Navi / Cruise Control / Lap timer / SFP / VR
Steering Wheel		Leather
Shift Lever & Knob		Leather Wrapped
Instrument Panel		Dark Aluminum
Inside Door Handle		Auto, Non-Dazzle, Double Pivot
Inside Rear View Mirror		Twin Trip
Odo Trip Meter		Driver: w/ Vanity Mirror and Illumination Passenger: w/ Vanity Mirror and Illumination
Sun Visor		With Carbon Fiber
Door Storage		With Map Lamp, Mood Lamp
Center Console		Front: 2 pcs; Rear: 1 pc
Overhead Console		Front: 2 pcs; Rear: 2 pcs
Cup Holder		With
Bottle Holder		With
Door Step Lamps		With
Illumination Control		With
Accessory Socket		With
Cargo Hook		With, 6 pcs
Foot Rest		Aluminum
Park Brake		Leather - Stick Type

FUNCTION		
Power Features	Windows	Driver and Passenger: One-touch Auto-Up/Down, Pinch Prevent
Door Locks		Driver Side Auto Door Lock with Central Door Locking
Intelligent Key		With
Push Engine Start System		With
Cruise Control		With ASCD
Airconditioning		Autoclimate Control with LCD Monitor and Anti-dust Filter
Audio System		Bose Audio System with 8.0" Touch Panel with CD/Tuner/MP3/AUX/USBx2/ Bluetooth Device Connectivity / Voice Recognition
Speakers		11-Speaker Bose


SAFETY/SECURITY		
SRS Airbag		Driver, Passenger, Side and Curtain
ABS (Anti-lock Brake System)		With Brake Assist (BA)
Vehicle Stability Control		Vehicle Dynamic Control, HSA (Hill Start Assist), and TCS (Traction Control System)
Parking and Driving Assistance		With Rear View Camera
Proximity Radar	Front and Rear	With Obstacle Detection
Seat Belt	Front	Driver and Passenger: 3 pt. ELR with Pretensioner and Load Limiter
	Rear	RH and LH: 3 pt. with ELR
	Secured Warning	With Driver Side + Buzzer
Keyless System and Remote		With
Tire Pressure Monitoring System		With, Individual Tire Pressure Display
Anti-Theft System		Alarm with Engine Immobilizer

Features and specifications are subject to change, depending on market requirements. Nissan Philippines, Inc. reserves the right to alter, delete or add to these specifications without prior notice.

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