THE 2017 NISSAN GT-R: THE LEGEND CONTINUES.

Shouldn’t you drive something you love? Absolutely. And that’s what inspires our innovation. We look at every part of your drive and ask how can we make this better, smarter and more fun. So when you get in your new GT-R, you’ll feel how exciting the answers can be:


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.
IN THE OCEAN OF AIR,
IT’S A SHARK

Nissan GT-R® Premium shown in Jet Black.
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 All-Wheel Drive can offer.
565 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 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.

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.
MASTERY FROM THE AUTOBAHN TO THE NÜRBURGRING

To create a vehicle that excels beyond the racetrack, in many kinds 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 of the drivers specializes in a unique key part of the Nissan GT-R’s development. The Autobahn expert drives at speeds exceeding 186 mph. 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.

MASTERY FROM START TO FINISH

To see the pure passion, the true Japanese DNA of the Nissan 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 available 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 master craftsman for each individual GT-R.
A SUPERCAR THAT SCULPTS THE WIND

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.

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.
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.

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.
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.
VISION, DEDICATION, PASSION
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. 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.
**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.

**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.
Every Genuine Nissan Accessory is custom-fit, custom-designed and durability-tested. Each one is also backed by Nissan’s 3-year/36,000-mile (whichever occurs first) limited warranty (if installed by dealer at the time of purchase). Plus, they can be financed when installed by the dealer at the time of purchase.

GT-R Genuine Branded Merchandise includes apparel, lifestyle, and sports and leisure equipment to show your passion wherever you – and your GT-R – go.
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.
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.

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

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.

Music to anyone’s ears who carries more than one passenger, GT-R proves that real-world practicality doesn’t have to take a back seat to performance. With usable rear seats and a spacious trunk, the GT-R could be more than your supercar – it could be your only car.
Keep an eye on the engine 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.

Activated by steering wheel controls, so you keep your hands on the wheel.
**Cockpit**

The gauge cluster uses meshing gears as its motif. The tachometer is placed in the center, with the large-scale shift indicator on the upper right. This supports the driver with immediate readability when driving on the circuit.

Multi-Function Meter
On the center display, an 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 thorough 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**

Combined together, Active Noise Cancellation (ANC) and Active Sound Enhancement (ASE) let you savor the sound of the GT-R like never before. Active Noise Cancellation (ANC) uses microphones in the cabin to actively monitor the sound coming in and generates canceling sound waves to help remove undesirable noise. Active Sound Enhancement (ASE) takes advantage of the reduced noise, and enhances the existing engine sound coming into the cabin.

**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.

**Recaro® Seats**

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 help 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 Track Edition, the seats are leather-appointed in a black and red contrasting color scheme.

**Interface Between Driver and GT-R**

Quality you can put a finger on. Hand-stitching in the cabin elevates the experience, while steering wheel-mounted paddle shifters make sure a lightning-quick shift is always at hand. Nothing escapes study. The aluminum bezels surrounding the ventilation controls feature a subtle etching on the outside to enhance their feel.

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IT STAYS WITHIN THE LINES

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

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

**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.

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

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.

**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 rigidity, the suspension’s strut tower bar is made of a lightweight carbon composite containing aluminum 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 Deep Blue Pearl, Gun Metallic, Solid 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. In addition, a double clearcoat helps protect the finish. Vehicles finished in select colors 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 2017, visual appeal is heightened with the addition of a new body color called Blaze Metallic.

**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.
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.

Nissan GT-R® HIGH-PERFORMANCE GUIDE

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 for 2017 embraces both ends of the performance spectrum. The windshield frame has been made more rigid, increasing body stiffness. This allows the suspension to work more effectively, enhancing handling at the limit while also offering a quieter, more comfortable ride around town.

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® CT600 255/40ZR20 front and 285/35ZR20 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.

DAMPTRONIC®

Advanced Ride-adjustable Suspension.

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Premium Forged Wheels

The Nissan GT-R’s rigid forged aluminum 20-inch wheels, manufactured by RAYS®, utilize knurling inside the wheels and help keep the tires from slipping around the wheels under heavy acceleration or braking. The wheels feature a machined finish, which provides a high-quality, high-performance look. The Track Edition features black NISMO® 6-spoke RAYS forged lightweight wheels in place of the standard split-spoke design.

Street to Track

Calipers machined from a single aluminum ‘monoblock’

15” ROTORS

Stopping power is provided by a high-performance braking system developed by Nissan for the CT-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.

SETUP SWITCH

The heart of the CT-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, in the rain or snow, even on rough road surfaces on city streets.

15” ROTORS

Calipers machined from a single aluminum ‘monoblock’
What if you had the confidence you need for every part of your drive? The Nissan Intelligent Safety Shield philosophy is a comprehensive approach to safety that guides the engineering and development of every vehicle we make.

Vehicle Dynamic Control (VDC)
GT-R’s advanced Vehicle Dynamic Control (VDC) system not only helps you maintain your steered path, in R-Mode, it actually sends more power to the appropriate wheels when it senses oversteer or understeer, helping you drive with a feeling of confidence and control.

Traction Control System (TCS)
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.

Zone Body Construction
Surrounding you with strength.

Sometimes a collision is unavoidable. But with Nissan’s Zone Body construction, at least it can be safer for everyone on board. This advanced body construction combines impact-absorbing structures with a high-strength cabin, which helps provide protection for you and your passengers.

Seat Belt 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.

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. In addition, GT-R features front seat-mounted side-impact supplemental air bags, and roof-mounted curtain side-impact supplemental air bags for front occupant head protection.

Premium standard equipment
• 3.8-liter twin-turbocharged V6 engine
• Dual-clutch 6-speed transmission
• ATTESA E-TS® All-Wheel Drive
• 20” Super-lightweight BAYS® forged-alloy wheels
• Dunlop® SP Sport MAXX® GT600 DSST CTT high-performance run-flat tires
• Nissan/Brembo® Braking system
• Bilstein® DampTronic® suspension system
• NissanConnectSM with Navigation and Mobile Apps and Services including 8” multi-touch control color monitor
• 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)