

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:

A 565-hp, 3.8-L twin-turbo-charged V6. Hand-assembled by a single craftsman in a clean-room environment.

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.



Innovation
that excites



Innovation
that excites

2017 GT-R®



2017 NISSAN GT-R®

A black Nissan GT-R Premium is shown from a rear three-quarter view, driving through a tunnel. The car is in motion, with motion blur on the tunnel walls and ceiling. The tunnel is illuminated by bright lights at the far end, creating a strong perspective. The car's rear features, including the taillights, spoiler, and dual exhausts, are clearly visible.

**IN THE OCEAN OF AIR,
IT'S A SHARK**

Nissan GT-R® Premium shown in Jet Black.

**29 MILLION SQUARE MILES
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 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.



[illegible]

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.

DYNAMIC

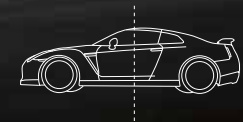
BALANCE

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.



[illegible]

DYNAMIC



BALANCE

1

MAN
ENGINE

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.

4
MASTER
DRIVERS

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 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.



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.



Nissan GT-R® Premium shown in Blaze Metallic.

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.

0.26

COEFFICIENT OF DRAG [Cd]

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.

UNDER

Molded Heat-Resistant Undercover
Helps accelerate air underneath the vehicle for cooling and creating downforce.

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.



Impact-Resistant Polypropylene Front Undercover
Helps protect components and starts to direct air towards rear of vehicle.

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

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

**VISION, DEDICATION,
PASSION**



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. 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.

Premium Midship Engine Position

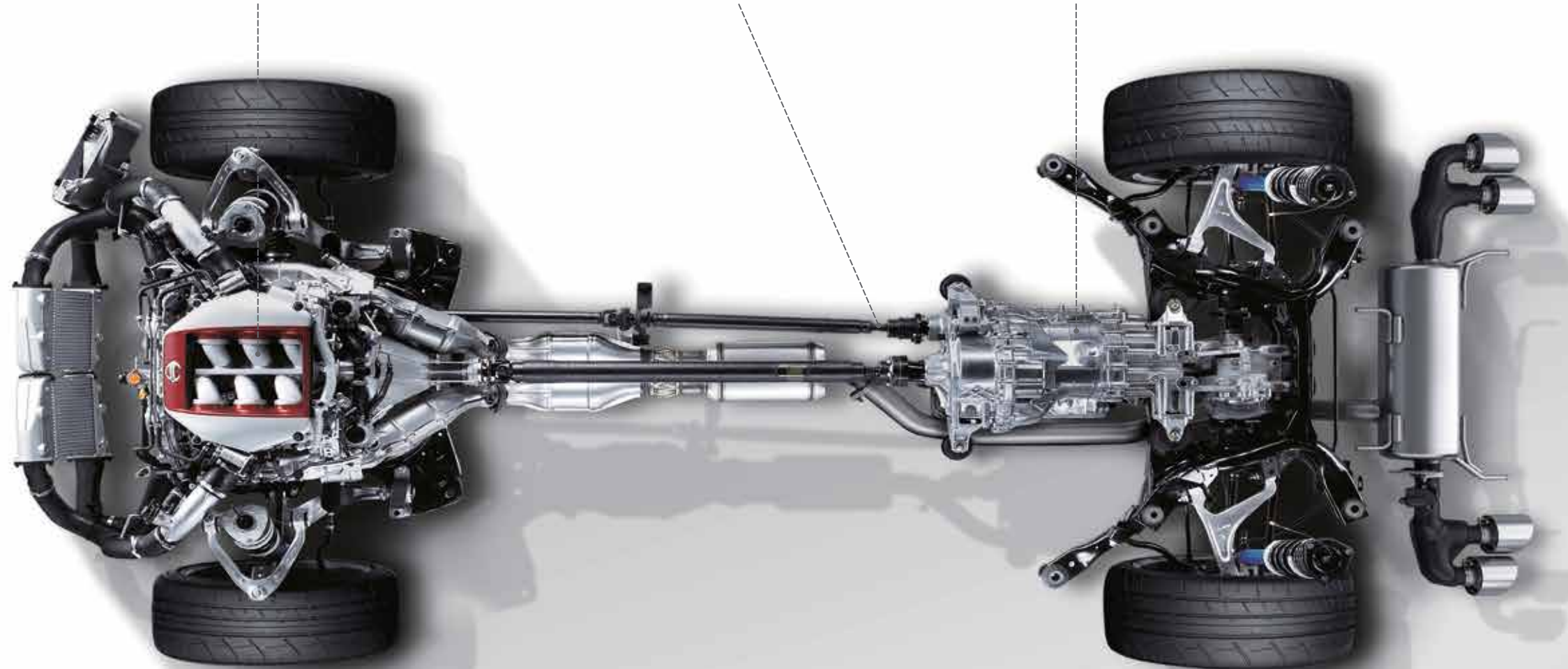
Center of engine placed rearward in chassis for superior handling.

Slanted Input and Output Shafts

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

Rear Transmission Position

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



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 turbochargers, 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®

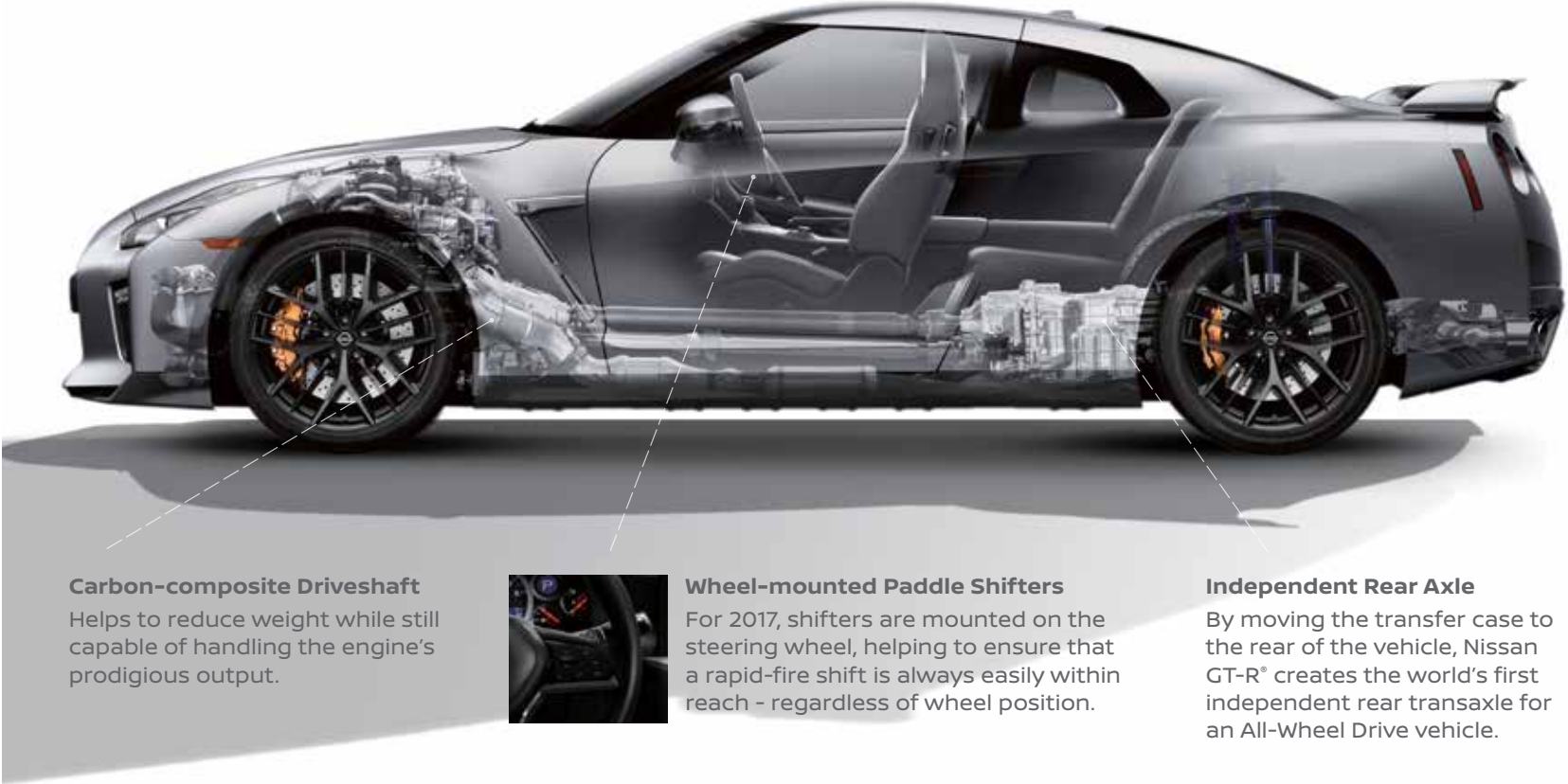
All-Wheel Drive System

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.

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.

0.15 SECONDS




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



Wheel-mounted Paddle Shifters
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.

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



BECAUSE YOU'RE NOT DRIVING A CAR, YOU'RE DRIVING A LEGEND

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 high-angle, close-up view of the driver's side interior of a Nissan GT-R. The steering wheel is wrapped in tan leather and features the 'GT-R' badge in the center. Behind the wheel are several analog gauges, including a tachometer and a speedometer. The dashboard and center console are also wrapped in tan leather, with a large digital display screen in the center showing various vehicle metrics. The gear shift is located in the center console, and the handbrake is visible to the right. 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.

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.



LCD SCREEN

3-MODE DYNAMIC
SYSTEM

DISPLAY COMMANDER

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.

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.



4 SEATS



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.



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.

NISSAN GT-R® HIGH-PERFORMANCE GUIDE

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



So advanced, it can even make you a better driver.

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.



RECARO® SEATS

Interface Between Driver and GT-R.

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.

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.



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.

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.



NISSAN GT-R® HIGH-PERFORMANCE GUIDE

AERODYNAMICS

0.26Cd

High downforce with an ultra-low coefficient of drag.



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.

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.

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.



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.

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. 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.



Premium Forged Wheels

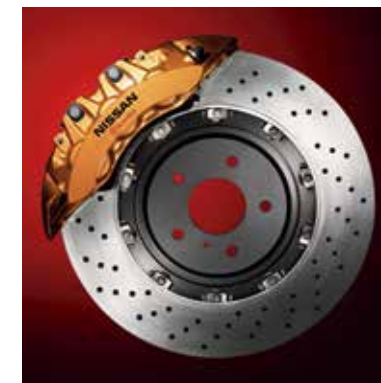
The Nissan GT-R's rigid forged aluminum 20-inch wheels, manufactured by RAYS,® utilize knurling inside the wheels and help keep the tires from slipping around the wheels under heavy acceleration or braking. The wheels feature a machined finish, which provides a high-quality, high-performance look. The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

15" ROTORS

Calipers machined from a single aluminum "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.



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.



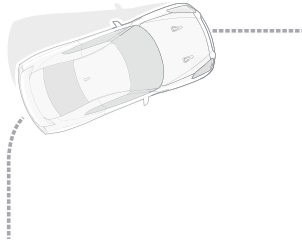
Street to Track
at Your Fingertips.

NISSAN INTELLIGENT SAFETY SHIELD

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.

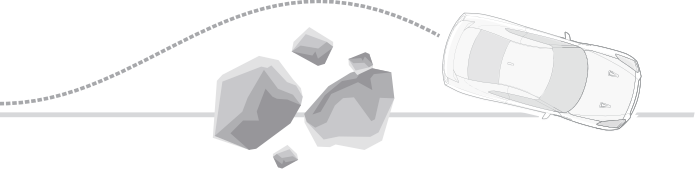
Vehicle Dynamic Control (VDC)

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.

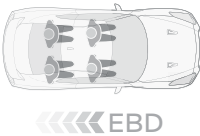


Anti-Lock Braking System (ABS)

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

Electronic Brake force Distribution (EBD)

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 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.

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. 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 INTERIOR SHOWN IN RAKUDA TAN SEMI-ANILINE LEATHER

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
- 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)



3.8-LITER TWIN-TURBO V6 ENGINE



MULTI-FUNCTION DISPLAY SYSTEM



HAND-FORMED TITANIUM EXHAUST SYSTEM



20" RAYS® FORGED-ALLOY WHEELS



Jet Black GAG



Pearl White QAB



Super Silver KAB



Gun Metallic KAD



Deep Blue Pearl RAY



Solid Red A54



Blaze Metallic EBG



**BLACK LEATHER SYNTHETIC SUEDE INSERTS
PREMIUM**



**IVORY SEMI-ANILINE LEATHER
PREMIUM**



**RAKUDA TAN SEMI-ANILINE LEATHER
PREMIUM**



**RED AMBER SEMI-ANILINE LEATHER
PREMIUM**



**BLACK SAMURAI SEMI-ANILINE LEATHER
PREMIUM**



**BLACK LEATHER WITH RED INSERTS
(Black-Premium only)**