50 YEARS OF BRILLIANCE.

50 YEARS OF HERITAGE.
Rather than being designed to the demands of aerodynamics, the GT-R sculpts the air to its needs, becoming a force of nature as well as a force to be reckoned with. Instead of treating it as an enemy, the GT-R makes it an ally by creating a vortex on the front fascia that sends swirling air to the wheels, cooling the brakes and enhancing efficiency.
NISSAN GT-R

MILLIMETER BY MILLIMETER, SHAPED TO PERFECTION.

Obsession to detail means scrutinising even the smallest item. A 1% energy loss found around the C-pillar was enough for the GT-R’s fanatical engineers to redesign the pillar and create a cleaner design.

The captivating detail in the blue rims adds to the design and beauty of this supercar.
THE AIR CAN’T BELIEVE ITS EYES.

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

160 KG 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; 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.
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 and helping to cool key components.

IT STAYS WITHIN THE LINES.

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

RESHAPED HOOD

Longer with reshaped scoops to increase airflow to engine compartment.

REINFORCED HOOD

Stiffened to retain shape at high speeds and increase downforce.

REDESIGNED SIDE SILL

Prevents air being drawn under vehicle to enhance crosswind stability and increase downforce.

C-PILLAR LENGTHENED

Prevents vortex from being created for cleaner airflow around upper body.

REAR BUMPER LIP

Reduces drag at the end of the vehicle to help the exhaust run cooler.

HEAT-RESISTANT UNDERCOVER

Helps accelerate air underneath the vehicle to cool and create downforce.

IMPACT-RESISTANT POLYPROPYLENE FRONT UNDERCOVER

Helps protect components and direct air towards the rear.

OPEN AIR SECTION

Key components, including parts of the exhaust, remain open for maximum cooling.

POLYCARBONITE REAR UNDERBODY PANEL

Helps accelerate air underneath the vehicle to cool and create downforce at rear axle.

TRANSAXLE UNDERCOVER

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

EXHAUST AIR GUIDE DUCT

Draws in air to help cool transaxle and exhaust.

REAR DIFFUSER

Drives under-car flow, increases downforce.

CARBON FIBER REAR DIFFUSER TRAY

Carbon fiber helps accelerate air underneath and away from the GT-R to cool and create downforce.
It’s a supercar that takes your breath away – even when sitting still. From a tradition of craftsmanship comes the GT-R's dashboard, made from a single Nappa leather hide, hand-selected for tone and free of the slightest imperfection. Gently folded, the piece requires less padding, which improves your view, saves weight and creates a stunning work of art.
COMpletely CAPTIVATING. EVEN AT REST.
DECADES TO PERFECT. GRATIFICATION IN AN INSTANT.

There’s mastery in every detail in the GT-R. Turn an air vent designed and developed by a quality expert to operate flawlessly for years. Rotate a switch, subtly etched on the outside to enhance its feel or follow the perfect path of hand stitching around the supple leather trims – it’s an elevating experience. Luxury sits comfortably with performance.

Take the 2017 GT-R front seats – lighter to enhance the power-to-weight ratio, redesigned for more comfort and support and available in semi-aniline leather.
NISSAN GT-R

AR TFUL LY
STATE OF ART.

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

Music to the ears of anyone who carries more than one passenger: 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.
ERASING THE LINE WHERE THE DRIVER ENDS AND THE GT-R BEGINS.

Special attention to detail makes the Nissan GT-R feel instantly familiar. Reduced by half, the hard switches and controls are easy to access, simple to use and intuitively designed to minimise time looking away from the road and maximise the pure enjoyment of the drive.

**LCD SCREEN**
Completely redesigned for 2017, the GT-R’s large 8” multi-touch screen puts all the information you need in a single location, including audio, navigation and the driver-configurable Multi-Function Display system.

**MODE DYNAMIC SYSTEM**
For road, track and almost anything in between: GT-R’s 3-mode system features three switches to allow on-the-fly adjustment of specific parameters for transmission, suspension and VDC stability control. Supercar performance with amazing flexibility – at the touch of a switch.

**DISPLAY COMMANDER**
The Display Commander lets you dial in your world and control key functions through the 8” multi-touch screen. Just rotate the dial or push it to the left or right to scroll through all the menus and move selections around the screen.
Like everything else in the GT-R, Nissan has rethought the way the driver receives information. Multiple, easily accessed screens generate immediate feedback on key performance parameters.

Proof of the GT-R’s dedication to performance is the factory preset screen: a stopwatch activated from the steering wheel. You can even store your track times on a flash drive using the two USB ports in the centre console.

Five customisable parameters allow you to organise key information on engine performance, acceleration and braking G forces to suit your taste.
In an era of mass production, the GT-R demonstrates the infinite value of handcrafted expertise. Because of the engine’s prodigious output, enhanced cooling was needed to develop the exhaust. The solution was to use Titanium – a metal that’s notoriously difficult to work with.

The GT-R’s standard Titanium exhaust pipe is hand-built by honed specialists and personally fitted to each car: a true piece of performance art.

A high heat finish on the exhaust tips to reinforce the high performance of GT-R by emitting high temperature gases through the Titanium exhaust system.
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.

MAS TER 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, 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.”
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 GT-R’s paddle-shifted 6-speed sequential dual-clutch transmission snaps off gear change in just 0.15 seconds in R-Mode – almost as quick as a blink.

Two clutches. No clutch pedal. A lightening-quickshift. 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 ‘preselected’ 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.

ENGINE
Racing-tech of high-efficiency turbo was installed in acceleration scene (highway, hill climb). G response is improved. Improvement of Turbocharger response by new abradable seal from the FIA GT3 Racing car. Abradable seal is mainly used in racing engines which provides optimum clearances and efficiencies. Adoption of new Turbocharger from FIA GT3 Racing car to NISMO to 20MY & 50th with 5% response improvement.

Power at your fingertips: re-designed steering wheel mounted paddle shifters help ensure that a rapid-fire shift is always easily within reach – regardless of wheel position.
550 HORSES ALL RUNNING IN THE SAME DIRECTION.

The GT-R combines massive grip with the refinement of a true Grand Touring machine. The suspension filters out bumps and noise while still telling you everything you need to know. Steering effort is reduced at lower speeds for easier in-town manoeuvring, while still delivering the precision you want. It all adds up to a supreme balance—an adrenaline rush and feeling of absolute confidence as you charge out of a turn with 550 thoroughbred horsepower and perfect control at your fingertips.

The Nissan GT-R's ground-hugging aerodynamics and powerful brakes allow it to carry speed much later into the turn. But the real key to its quickness is the All-Wheel Drive's ability to put the power down much sooner in a corner. Rear-Wheel Drive cars usually require the driver to wait until they exit the corner before applying power.

DYNAMIC BALANCE

Some consider a static 50/50 balance to be the perfect weight distribution for handling. But Nissan engineers discovered that something closer to a 54 front/46 rear static ratio is ideal. 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. This translates into enhanced tyre contact for better acceleration, quicker...
THE SECRET OF SPEED
IS MUCH MORE THAN HORSEPOWER.

Horsepower and torque are important, but awe-inspiring braking power and handling are the real secrets to rapidity. Look beyond the sheer size of the 390 mm front and 380 mm rear brake rotors, and you’ll see that Nissan has brought some of the biggest ideas in racing to this extraordinary road car.

The brake feature 6-piston front and 4-piston rear callipers for stronger, more even clamping power – something you’d expect to see on an all-out competition machine. For extreme rigidity with light weight, the caliper is machined from a single “monoblock” of aluminium. Heat is the enemy of any braking system. It’s not uncommon to see racecar rotors glowing bright red. The Nissan GT-R’s 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.

Highly improved brake feel due to improvements made on the brake booster, less pedal stroke/input for more braking feel/power similar to a carbon ceramic disc.

The lightest wheel in R35 history on the standard road car with the highest rigidity.

Even the design details of the GT-R’s Dunlop SP Sport MAXX GT600 DSST CTT high-performance run-flat tyres are obsessive: a tiny block of rubber added to one of the treads combats tread squirm and gives a more confident, precise feel at the wheel.
ONE SUPERCAR THAT CAN HANDLE ANYTHING

The GT-R has one of the most advanced All-Wheel Drive systems ever used in a road car to help control the power provided to all four wheels. Combined with an equally advanced stability control system, the result is a superior sense of confidence and more driving days in your calendar.

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 is designed to provide up to nearly 100% of available torque to the rear wheels and send up to 50% of torque to the front wheels. This provides the steering feel and response of a Rear-Wheel Drive vehicle – the preferred choice of racing car drivers and serious enthusiasts – while still giving the confidence and control that only an All-Wheel Drive vehicle can offer.
**ENGINE**

GT-R Twin Turbo Engine

An engine designed to answer the demands of a supercar for the 21st century. The VR38 is high-performance, being still very fuel efficient and conscious of the environment.

Integrally Turbocharged

An intake system that assures maximum efficiency on each bank of the engine. By combining the exhaust manifold and turbocharger into a single unit, the energy loss and exhaust is optimised. 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.

**TRANSMISSION**

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 optimising tyre grip at all corners.

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 centre of gravity.

Aggressive automatic shift in A range / R mode:

- Improved acceleration and deceleration in optimum gears
- Quickier oil control

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.

**AERODYNAMICS PERFORMANCE**

Towards Ultimate Aerodynamics

Inspired by Nismo, GT-R’s shape has been modified and updated with body parts designed to minimise drag and maximize cooling airflow for premium efficiency in all conditions.

- Front Under Spoiler
- Front Opening
- Hi-hand - Side Skirt
- C pillar - Rear side bumper

Aerodynamics featured prominently in the development of the GT-R. Generally, the lower the coefficient of drag (the resistance to air), the lower the wind resistance, 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.

**BODY**

Multi-material Body Structure

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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.
The new Nissan GT-R’s rigid forged aluminium 20-inch wheels, manufactured by RAYS, utilize knurling inside the wheels to help keep the tires from slipping around the wheels under heavy acceleration or braking. The wheels feature a premium dark (near black) finish, which provides a high-quality high-performance look.

380mm ROTORS
Calipers MACHINED FROM A SINGLE ALUMINUM.

THE HEART OF THE GT-R.
Highly improved brake feel due to improvements made on the brake booster...less pedal stroke/input for more braking

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, 330 mm FRONT AND 350 mm REAR BREMBO FULL-FLOATING CROSS-FLAT TWO-PIECE MOTORS AND LOWEST HIGH-STRENGTH STEEL BRIDGE PADS MINIMIZE FADING AND PROVIDE INTENSE STOPPING PERFORMANCE. THE CALIPERS USE RACING-STYLE RADIAL MOUNTING TO MINIMIZE CALIPER FLEX DURING EXTREME BRAKING.

CALIPERS MACHINED FROM A SINGLE ALUMINUM
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 also has been continued for 2016, enhancing the sense of 'grabbing the road' and enhanced high-speed handling. The front suspension link bush location has been changed, and with a new anti-roll bar front roll centre height has been reduced, along with a change in spring and shock absorber specifications to lower the centre of gravity.

The new Nissan GT-R’s rigid forged aluminium 20-inch wheels, manufactured by RAYS, utilize knurling inside the wheels to help keep the tires from slipping around the wheels under heavy acceleration or braking. The wheels feature a premium dark (near black) finish, which provides a high-quality high-performance look.

The GT-R runs on Dunlop SP Sport Maxx GT 600 DSST CT ultrasoft performance runflat nitrogen-filled tires designed to match the suspension characteristics. Standard tire sizes are 255/40R20 front and 285/35R20 rear. Taking advantage of CT-R’s anytime, anywhere capability.
The Nissan Advanced Air Bag System has dual-stage supplemental front air bags with seat belt and occupant classification sensors. GT-R also comes with supplemental front seat-mounted side impact airbags and roof-mounted curtain side-impact airbags for front occupant head protection.

SAFETY

We want to give you confidence in every area of your drive. The Nissan Safety Shield® philosophy is a comprehensive approach to safety that guides the engineering and development of every vehicle we make.

Vehicle Dynamic Control

CT-R’s advanced Vehicle Dynamic Control (VDC) system helps you stay on your R-Mode steered path and actually sends more power to the appropriate wheels when it senses oversteer or understeer too, helping you drive with superior power and control.

Traction Control System

All the power in the world is useless if you can’t get any grip. So when TCS senses drivewheel spin, it responds by helping reduce throttle, which helps you both regain grip and maintain control.

Seat Belts With 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.

Zone Body Construction

Surrounding you with strength. Sometimes a collision is unavoidable. But Nissan’s Zone Body construction makes it safer for everyone on board. Combining impact-absorbing structures with a high-strength cabin, this advanced body construction provides maximum protection for you and your passengers.

Seat Belts With 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.

Traction Control System

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

Electronic Brake Force Distribution

CT-R’s Electronic Brake force Distribution (EBD) monitors weight distribution and adjusts rear brake force to compensate for added weight from passengers, or cargo.
NISSAN GT-R

50TH ANNIVERSARY
LIMITED EDITION
GT-R CHOOSE YOUR EXTERIOR COLOUR

- Katsuma Orange_M_EBG*
- Vibrant Red_S_A54*
- Pearl Blue_M_RAW*
- Gun Metallic_M_KAD
- Pearl Black_M_GAC*
- Pearl White_M_QAB*
- Ultimate Silver_SP_KAB*
- Bayside Blue 50th Edition_SP_RCB*
- Super Silver 50th Edition_SP_KAB*

GT-R CHOOSE YOUR INTERIOR COLOUR

- Black Samurai semi-aniline leather Prestige
- Black/Saddle Tan semi-aniline leather Prestige
- Black/Red Amber semi-aniline leather Prestige
- Black leather/red inserts, contrast stitching Black Edition
- Hai Gray semi-aniline leather Prestige
- 50th Anniversary semi-aniline leather 50th Anniversary

DIMENSIONS

A: Overall Length: 4710MM
B: Wheelbase: 2700MM
C: Overall width: 1895MM
D: Overall height: 1370MM

*Anti scratch
M = METALLIC
S = SOLID
SP = SPECIAL PAINT
<table>
<thead>
<tr>
<th>Model</th>
<th>PREMIUM EDITION</th>
<th>BLACK EDITION</th>
<th>50th Anniversary Edition</th>
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<tbody>
<tr>
<td>Nissan GT-R SPECIFICATIONS</td>
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</tr>
<tr>
<td><strong>Model</strong></td>
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<tr>
<td>3.8-liter twin-turbocharged V6 engine</td>
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<tr>
<td><strong>Engine</strong></td>
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<tr>
<td>VR38DETT – 3.8-liter twin-turbocharged 24-valve V6</td>
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<tr>
<td><strong>Power kW @ rpm</strong></td>
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<tr>
<td>408kW @ 6800rpm</td>
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<tr>
<td><strong>Torque Nm @ rpm</strong></td>
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<tr>
<td>632Nm @ 5800rpm</td>
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<tr>
<td><strong>Cylinder bore x stroke mm</strong></td>
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<tr>
<td>95.5 x 88.4mm</td>
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<tr>
<td><strong>Top speed km/h</strong></td>
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<tr>
<td>315 km/h</td>
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<tr>
<td><strong>Continuous Variable Valve Timing Control System (CVTCS) on intake valves</strong></td>
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<tr>
<td><strong>Aluminium Individual Ignition-timing Control System with iridium-tipped spark plugs</strong></td>
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<tr>
<td><strong>Electronic Drive-by-wire throttle</strong></td>
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<tr>
<td><strong>Pressurised lubrication system with thermostatically controlled cooling and magnesium oil sump</strong></td>
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<tr>
<td><strong>Fully symmetrical dual intake and low back-pressure exhaust systems with high performance exhaust tips and exhaust tip heat management</strong></td>
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<td><strong>Secondary air injection system to rapidly heat catalysts to peak cleaning efficiency</strong></td>
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<tr>
<td><strong>ATTESA E-TS All-Wheel Drive (AWD)</strong></td>
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<tr>
<td><strong>Rigid, lightweight carbon-composite main driveshaft</strong></td>
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<td><strong>Electronic Traction Control System (TCS)</strong></td>
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<td><strong>High-performance 1.5-way mechanical limited-slip rear differential</strong></td>
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<td><strong>Advanced Vehicle Dynamic Control (VDC) with three driver-selectable modes</strong></td>
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<td><strong>R mode (Superior Starting Performance – Launch Control)</strong></td>
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<td><strong>Hill Start Assist (HSA)</strong></td>
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<td><strong>Dry sump oil flow design with three driven selectable modes (Unrestricted, Normal, Sport)</strong></td>
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<tr>
<td><strong>Nissan Intelligent All-Wheel Drive system with three selectable modes (Normal, R-Mode, Off)</strong></td>
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<tr>
<td><strong>3-mode Weather/temperature controlled Active Sound Control System</strong></td>
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<td><strong>Hallmark Magma Red Interior Treatment</strong></td>
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<tr>
<td><strong>Handcrafted Nappa leather covered dashboard</strong></td>
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<td><strong>Carbon-fibre engine chassis brace</strong></td>
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<td><strong>Warmer power steering</strong></td>
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<td><strong>2.4 steering-wheel turns lock-to-lock</strong></td>
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<td><strong>Hood-buckling creases and energy-absorbing steering column</strong></td>
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<tr>
<td><strong>4-wheel Anti-lock Braking System (ABS) with Electronic Brake-force Distribution (EBD) and Brake Assist (BA)</strong></td>
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<tr>
<td><strong>Tyre Pressure Monitoring System (TPMS)</strong></td>
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<tr>
<td><strong>Nissan Vehicle Immobiliser System and Vehicle Security System (VSS)</strong></td>
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<tr>
<td><strong>New 20 Spoke Lightweight RAYS® aluminium forged-alloy wheels: 20” x 9.5J” (front), 20” x 10.5J” (rear)</strong></td>
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NISSAN GT-R SPECIFICATIONS (continued)

<table>
<thead>
<tr>
<th>WHEELS/TYRES CONTINUED</th>
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<tbody>
<tr>
<td>Blue stained Alloys with 50th Anniversary diamond cut label (Bayside Blue Exterior color only) – • •</td>
</tr>
<tr>
<td>Exclusively developed tyres, nitrogen-filled at factory: 255/40ZRF20 (front), 285/35ZRF20 (rear) • • •</td>
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<tr>
<td>Dunlop® SP Sport MAXX GT600 DSST CTT high-performance run-flat tyres • • •</td>
</tr>
<tr>
<td>Blue tint and 50th Anniversary laser engraving - - Bayside blue model (only)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>PREMIUM EDITION</th>
<th>BLACK EDITION</th>
<th>50th Anniversary Edition</th>
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</thead>
<tbody>
<tr>
<td>Wheelbase mm</td>
<td>2780</td>
<td>2780</td>
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<tr>
<td>Overall length / width / height mm</td>
<td>4710 / 1895 / 1370</td>
<td>4710 / 1895 / 1370</td>
</tr>
<tr>
<td>Luggage capacity ℓ</td>
<td>317</td>
<td>317</td>
</tr>
<tr>
<td>Fuel tank capacity ℓ</td>
<td>74</td>
<td>74</td>
</tr>
<tr>
<td>CO2 Emissions (g/km)</td>
<td>275</td>
<td>275</td>
</tr>
</tbody>
</table>

NISSAN’S commitment to quality:
To provide all customers with a consistently high level of quality, Nissan applies the standard worldwide, to ensure that all Nissan owners enjoy peace of mind for the lives of their vehicles. The approach is based on quality from the customer’s perspective on three key elements: 1. The expectation of a smooth driving experience with complete peace of mind. 2. The intangible appeal of a vehicle, its power to captivate and excite, with features that capture attention and imagination. 3. The level of attentiveness and service during the sales process, and long after the sale is concluded.

NISSAN’S commitment to the environment:
Nissan’s environmental philosophy embraces people, vehicles and nature. In the pursuit of a sustainable mobile society, the Nissan Green Program aims to reduce the environmental impact of Nissan vehicles at every stage of the vehicle life cycle, while corporate activities address environmental challenges.

NISSAN’S commitment to the environment:
Nissan’s commitment to the environment is based on a philosophy of continuously improving the environmental impact of its products, processes and operations. This commitment is driven by the need to ensure the sustainability of the planet’s resources and to help create a cleaner, more livable environment for future generations. Nissan is committed to reducing its carbon footprint and to developing environmentally friendly vehicles.

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Intelligent Mobility guides everything we do. We’re using new technologies to transform cars from mere driving machines into partners. Together the journey is more confident, connected, and exciting. Whether it’s cars that share the task of driving with you, or highways that charge your EV as you go along, it’s all in the very near future. And it’s a future already taking shape in the Nissan you drive today.