YOU GET TO CREATE YOUR OWN RULES.

With its unmatched blend of technology and soul, the GT-R is built to be driven in real-world conditions, places other supercars wouldn’t dare to tread. The drive is even better, as GT-R adds a new level of sophistication and refinement with no compromise in performance.
TO LIVE WITHOUT LIMITATION.

Think how incredible it would be to drive a supercar as astonishing as the GT-R like it was any other car – in other words, anytime you wanted, for any and every reason, or just because it’s yours. So drive it to the office, out to dinner, up and down the boulevards. Take friends over a long weekend. Up to the mountains, when the lifts open. And of course, to the track. This is a GT-R after all.
To see the pure passion, the true Japanese DNA of the GT-R, you only need to lift the hood. Only four 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. And with over 100 years of combined Takumi experience in building engines, the passion is very, very strong.

Each GT-R engine is assembled by a single craftsman – and proudly bears a plaque carrying their signature. Perfection comes in many ways; each Takumi inspects each piece for quality and to guarantee precision. But it’s more than just exceptional skill that goes into the process that makes the GT-R so special. As one of the Takumi says, “We put our souls into each engine, hoping to deliver that excitement to customers.”
Another day in the 315 km/h office.
Each of the drivers specializes in a unique key part of the GT-R’s development.
The Autobahn expert drives at speeds exceeding 180 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.

A TEAM OF EXPERT DRIVERS, ONE SINGULAR DRIVING EXPERIENCE.
Master Craftsmanship is not only seen inside the clean-room conditions of the GT-R’s engine-building facility — it is also found behind the wheel at the edge of the performance envelope.
Any one of the GT-R’s development drivers alone would have made the Nissan GT-R an impressive vehicle. But from the beginning, we knew GT-R was going to redefine the breed in terms of performance, refinement and capabilities. So we brought together the AS Class drivers — the top development drivers at Nissan — to create a vehicle that would excel not just at one racetrack, in one kind of weather or only when driven by a master driver. This supercar would have to be for anytime, anywhere, and be as rewarding to a novice enthusiast as it would to a veteran racer.
For supercars, air is the enemy of the air resistance, to be avoided as much as possible. But Nissan took a unique philosophy to win this battle. Building on Nissan’s extensive racing experience, the GT-R spent two years at the rolling-road wind tunnel at Group Lotus in Europe and 1.5 years in Yoshitaka Suzuka in Japan fine-tuning the secrets of bringing racecar aerodynamics to the street. The results are an incredibly slippery 0.26 coefficient of drag, impressive downforce for traction and control, and superior air flow management and cooling of key components. Racing technology pays dividends you can enjoy on the street, giving the driver a feeling of superior stability, confidence and control.
Center of engine placed rearward in chassis for superior handling

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

Transmission placed at rear of chassis for better traction and braking

TO BREAK RECORDS, FIRST YOU BREAK THE RULES.

When building the GT-R, we followed a philosophy that says nothing is sacred – question everything and come up with new answers to achieve the results desired. A perfect example: GT-R’s Premium Midship Platform. By moving the engine further back in the chassis, it reduces weight over the nose for better handling. In traditional layouts, this would place the transmission rearward, intruding into the passenger cabin. The solution – separate the transmission from the engine, and mount it with the transfer case in the rear of the vehicle, creating the world’s first independent rear transaxle for an All-Wheel Drive vehicle. By putting greater weight over the rear axle, traction and braking are improved. It even creates less heat between engine and transmission, allowing both to run cooler and more efficiently. A brilliant innovation in pursuit of handling perfection.
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 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
Unconventional wisdom. Nissan challenged tradition at every point in the GT-R’s development. Instead of a large engine that can be heavy and thirsty for fuel, the GT-R is powered by an ideally sized, twin-turbocharged 3.8-L V6 that produces a prodigious 550 PS and equally immense 632 Nm of torque. No detail was overlooked: rather than traditional cast-iron liners, each cylinder features a unique plasma coating sprayed onto the cylinder walls. This advanced process greatly reduces friction, allowing the engine to spin more freely, reducing wear for added durability, and improving cooling—a uniquely brilliant way to build an engine to perform under brutal conditions.

An engine is an air pump. The better it breathes, the better it works. For maximum performance, the Nissan GT-R features a fully independent intake system for each bank of cylinders. With a special secondary air system that helps heat the catalysts more quickly, the Nissan GT-R is not only powerful, it runs so clean that it’s been certified as an Ultra Low Emissions Vehicle (ULEV).

To complement its incredible horsepower and torque, the GT-R features awe-inspiring braking power. 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 brakes feature 6-piston front and 4-piston rear calipers 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 one-piece “monoblock” of aluminum.

Heat is the enemy of any braking system. It’s not uncommon to see the rotors of racecars glowing bright red. Along with cross-drilled rotors to help keep the Nissan GT-R’s brakes cool, you’ll find ingenious, diamond-shaped ventilation ribs to pull away heat. The GT-R also benefits from a full-floating rotor—a race-bred technology. By allowing the outer disc to expand away from the hub under extreme heat, it reduces the tendency of the rotor to warp.
IT CORNERS LIKE IT IS READING YOUR MIND.

A true supercar is an extension of your will. As if you just think where you want to go, and you’re there. For GT-R, getting there is now even more enjoyable, with new levels of refinement befitting a true Grand Touring machine. A retuned suspension better filters out the bumps and noise while still telling you everything you need to know. Steering effort is reduced at lower speeds for in-town maneuvering, while still delivering the precision you desire. It all adds up to a supreme balance. One that lets you feel fully confident, that lets you enjoy 550 PS and the adrenaline rush that comes from charging out of a turn with perfect balance at your fingertips.

The Nissan GT-R’s ground-hugging aerodynamics plus 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. 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. So when you give it the spurs, the GT-R simply powers out of the corner sooner and faster.
MAKE ANY CONDITION ‘SUPERCAR WEATHER’.

While most supercars must stay in the garage, or make a hasty retreat to warmer climates, GT-R’s advanced All-Wheel Drive gives you confidence in slippery conditions. One of the most advanced All-Wheel Drive systems ever used in a road car, the system gives precise control of power to all four wheels. Combined with an equally advanced VDC stability control system, this means you have superior security and control. Anytime, anywhere.

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 100% of available torque to the rear wheels, and can send up to 50% of torque to the front wheels as needed. This provides the steering feel and response of a Rear-Wheel Drive vehicle – the preferred choice of racers and serious enthusiasts – while still giving the added confidence and control that only an All-Wheel Drive vehicle can offer.

VDC that pulls for you. Most stability control systems cut engine power or apply the brakes when they sense a loss of control. Fine for the road, but slow going in competition conditions. While cornering with the Nissan GT-R’s advanced Vehicle Dynamic Control (VDC) system in R-Mode, it actually sends more power to the appropriate wheels when it senses oversteer or understeer, helping you drive with superior power and control.
**VDC Suspension Transmission**

**R-MODE**
- For ultimate performance. Adjusts front and rear wheel power distribution to enhance handling.
- For high-performance cornering. The damping force of the shock absorbers is set for maximum vehicle performance.
- For maximum performance with the quickest shifts.

**NORMAL MODE**
- For daily driving. Controls brakes and engine output.
- For automatic electronic control of damping.
- For maximum smoothness.

**SPECIAL MODE**
- Off mode – Disengages the VDC system.
- Comfort mode – The damping force of the shock absorbers is variably adjusted for more comfort.
- Save mode – For long-distance high-speed driving and gentler torque delivery for smooth driving on slippery surfaces.

**THE DRIVE YOU DESIRE, JUST A FINGERTIP AWAY.**

Whether you're out for a leisurely cruise, a time attack at your favorite track, or anywhere in between, GT-R's easy-to-use 3-mode system is always ready. Three switches allow for on-the-fly adjustment of specific performance parameters for the transmission, suspension, and VDC stability control. The system has been fine-tuned to give a smoother, more refined ride while enhancing roadholding and traction. This is performance with amazing flexibility, all at the touch of a switch.
ERASING THE LINE WHERE THE DRIVER ENDS AND THE GT-R BEGINS.

Special attention to ergonomics means the Nissan GT-R feels familiar the moment you sit down – all gauges, including the Multi-Function Display system, are on the same plane, making for an easy scan, while instruments are large, clear and simple for maximum legibility.

Intuitive by design. Switchgear – from the door to the steering wheel-mounted controls to audio, climate control and the three setup switches – are at a similar height and are grouped by shape and function.
Like everything else in the GT-R, Nissan rethought the way the driver receives information. Multiple, easily accessed screens are an innovative way the driver can get immediate feedback to key performance parameters. The result is engaging and informative – providing quick readability combined with the flexibility of multiple customizable displays.

Factory preset screen. For proof of the GT-R’s dedication to performance, look no further than the factory preset screen – a dedicated stopwatch activated from the steering wheel. You can even store your times on a flash drive using the USB port in the center console.

Five customizable performance screens are designed to let the driver organize key information to their personal tastes. Choose from a variety of engine performance and efficiency parameters to cornering and acceleration/braking G-forces.
EVOLUTION NEVER STOPS FOR THE NISSAN GT-R.

It has always been about passion. The Nürburgring is the great equalizer when it comes to supercar performance. Manufacturers from around the world come here to test and develop their ultimate performance machines. And for the very finest, there’s always the challenge of setting record times.

During testing in 2007, the all-new GT-R created a sensation when it posted an official 7-minute, 38.5-second lap – the fastest lap ever for a production car. But for team GT-R, it was just the beginning. In 2009, the GT-R sent another shock wave through the performance world with an unofficial time of 7 minutes, 26.7 seconds. Why stop at just one lap?

In May 2012, the GT-R returned to the Nürburgring to compete in a grueling 24-hour race. Against full-on race cars, the stock production GT-R took incredible punishment, and was able not only to finish – it was first in class.

Driven to constantly improve, on September 30, 2013, the all-new 2014 GT-R NISMO with the NISMO N Attack Package took to the Nürburgring, and ran an incredible 7:08.679, making it – once again – the fastest volume production car in the world. We cheered. We celebrated. And then we went back to work. Because where others see a finish line, we just see the start of the next lap.

The “Green Hell”. Welcome to the Nürburgring, the world’s most torturous track. 13 miles long, 73 bends in the picturesque Eifel mountains of Germany. The GT-R logged thousands of miles at the Ring, consistently recording lap times only matched by a few of the world’s most capable – and most expensive – production cars.
GT-R

STANDARD FEATURES

ENGINE AND DRIVETRAIN
- 3.8-litre twin-turbocharged V8
- Electronic drive-by-wire throttle
- ATTESA ET-S Four-Wheel Drive (4WD) with patented independent rear-mounted transaxle

TRANSMISSION
- 6-speed Dual Clutch Transmission with three-driver-selectable modes
- Fully automatic shifting or sequential manual control via steering wheel-mounted paddle shifters
- Downshift Rev Matching (DRM)
- Paddle shift control (in R-mode)
- R-START Mode - for optimum standing start performance

INTERIOR
- Heated front seats
- 8-way power driver seat and 4-way passenger seat
- Dual individual rear seats
- Leather-wrapped steering wheel, handbrake and gear knob
- Carbon fibre trimmed centre console

EXTERIOR
- RAYS 30-spoke lightweight 20" diameter forged aluminium wheels
- Dunlop SP SPORT MAXX 600" OSST CT non-directional run-flat tyres
- Body-colour rear spoiler with integrated hi-mounted centre stop light
- Wide-beam automatic LED headlights
- LED Daytime Running Lights and LED rear lights
- Electric, heated and folding body coloured rear view door mirrors
- Flush-mounted aluminium door handles
- Quad exhaust tail pipes with chrome-tipped finishers
- UV reducing solar glass

COMFORT & CONVENIENCE
- Nissan Intelligent Key and push start button
- Dual-zone Automatic Climate Control
- Electric front windows
- Cruise control and speed limiter
- Rear and much adjustable steering wheel
- Rain-sensing windshield wipers
- Dual illuminated rear vanity mirrors
- 12V power sockets x2
- Front centre console with armrest, storage and dual cupholders
- Rear cupholder
- Map reading lamps
- Leather pull strap in boot lid

BRAKES, SUSPENSION AND STEERING
- 4-wheel disc brakes - 390 mm front and 380 mm rear
- Asymmetrical suspension setup
- Front suspension - Double wishbones with aluminium members
- Rear suspension - multi-link with aluminium members
- Bilstein® Damp-Tronic system with three-driver-selectable modes
- Electronically controlled ride-adaption steering with vehicle-speed-sensitive power assist

SAFETY
- Drive, passenger, side and curtain airbags
- Front seatbelt with pre-tensioners and load limiters
- Body construction including front and rear complex zones and pedestrian safety pop-up bonnet
- ABS with EBD and Brake Assist
- Head building immersive, pipe-style steel side-door guard beams, and energy-absorbing steering column
- Electronic Traction Control
- Vehicle Dynamic Control (VDC)
- Tyre Pressure Monitoring System (TPMS)
- Nissan Anti Theft System Immobiliser
- Nissan approved alarm system
- H11 Start Assist - prevents rollback when starting on an incline
- Safety Kit (Warming Triangle, First Aid Kit and 2 High Visibility Jackets)

LED