NISSAN GT-R

IMAGE A SUPERCAR

WITHOUT SUPERCAR LIMITATIONS.


REFINED ENOUGH FOR THE DAILY COMMUTE.
GT-R Premium shown

COMBINING A **PURE, UNDILUTED**
DRIVING EXPERIENCE WITH MODERN CONVENIENCE.

GT-R Premium interior shown


YET CAPABLE IN THE WORST WEATHER AND ROAD CONDITIONS.
NISSAN GT-R.
THE FIRST SUPERCAR MEANT TO BE DRIVEN BY
ANYONE, ANYTIME, ANYWHERE.
Overseas model shown

PIERCING THE COOL, DAMP GERMAN MORNING AIR.

The high-pitched battle cry of the 3.8 litre twin turbo V6. The shift that took only 0.2 seconds. All-Wheel-Drive constantly adjusting torque distribution for maximum traction. At Germany's Nürburgring, the Nissan GT-R was bearing down hard. Punching a hole in the air, then guiding it underneath the car to litreally suck it to the road. Timers waiting at the long straight ending at Antoniusbuche. 2.1 kilometres – room to let it all out. 150, 160, 170. The GT-R still pulling hard as it shot by. A silent pause. Everyone waiting. Looking. Then the numbers came up and it sank in. 7 minutes, 38 seconds. Faster around the Nürburgring than the Porsche 911 Turbo. A small smile across the Chief Engineer's face. He knew. Without ever looking at the clock, he just knew.

The "Green Hell." Welcome to the Nürburgring, the world's most torturous track. 21 kilometres long, 73 bends in the picturesque Eifel mountains of Germany. The GT-R logged over 3,380 kilometres at the 'Ring, consistently running laps under eight minutes, a feat only matched by a few of the world's most capable – and most expensive – production cars.

OPTIMISES ON THE FLY FOR ROAD. OR TRACK. OR NEARLY ANYTHING IN BETWEEN.

At the heart of the Nissan GT-R's anyone, anytime, anywhere performance is an easy to use system of three switches that allows on-the-fly adjustment of the transmission, suspension and VDC stability control. Supercar performance with amazing flexibility at the touch of a switch.

	TRANSMISSION	SUSPENSION	VDC
R-MODE	**For maximum performance with quickest shifts.**	**Engages maximum damping rate for high-performance cornering.**	**For ultimate performance. Raises the threshold at which the system intervenes.**
NORMAL MODE	**For maximum smoothness and efficiency.**	**For automatic electronic control of damping.**	**For daily driving. Controls brakes and engine output.**
SPECIAL MODE	**Provides gentler starting and shifting on slippery surfaces.**	**To minimise freeway hop and ride harshness on rough roads.**	**For emergency recovery in mud or snow.**

Straightaway/Acceleration

Transmission set to R-Mode for quickest shifts.

357kW 3.8 litre twin turbocharged V6 provides massive mid-range torque.

Carbon-fibre composite driveshaft reduces rotating mass.

Rims with knurled beads grip tyres to reduce slippage around the wheel.

Rear mounted transaxle places weight over rear wheels for improved balance.

MAKING PERFORMANCE
OUT OF THIN AIR.

For supercars, air is the enemy, 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 one and a half years in Yoshitaka Suzuki in Japan fine-tuning the secrets of bringing racecar aerodynamics to the street. The results: an incredibly slippery 0.27 coefficient of drag with superior downforce at the wheels for traction and control.

Winds of change. **Aerodynamics is a game of give and take. If you need superior downforce for grip and control, you traditionally pay the price with increased drag. Another problem: for a shape slippery enough to punch through the air at high speeds, the size of openings like the grille traditionally must be restricted, reducing the amount of cooling air to key components. To Nissan engineers, these were unacceptable compromises, so they spent over three and a half years in the wind tunnel, designing, testing and developing new solutions. The result is a vehicle that redefines aerodynamics, offering the best of all worlds – a slippery shape, superior downforce at both axles and enhanced airflow to cool mechanical components.**

Rear spoiler creates downforce

Creased "sword-edge" C-pillars help direct air around the passenger compartment and to the rear spoiler

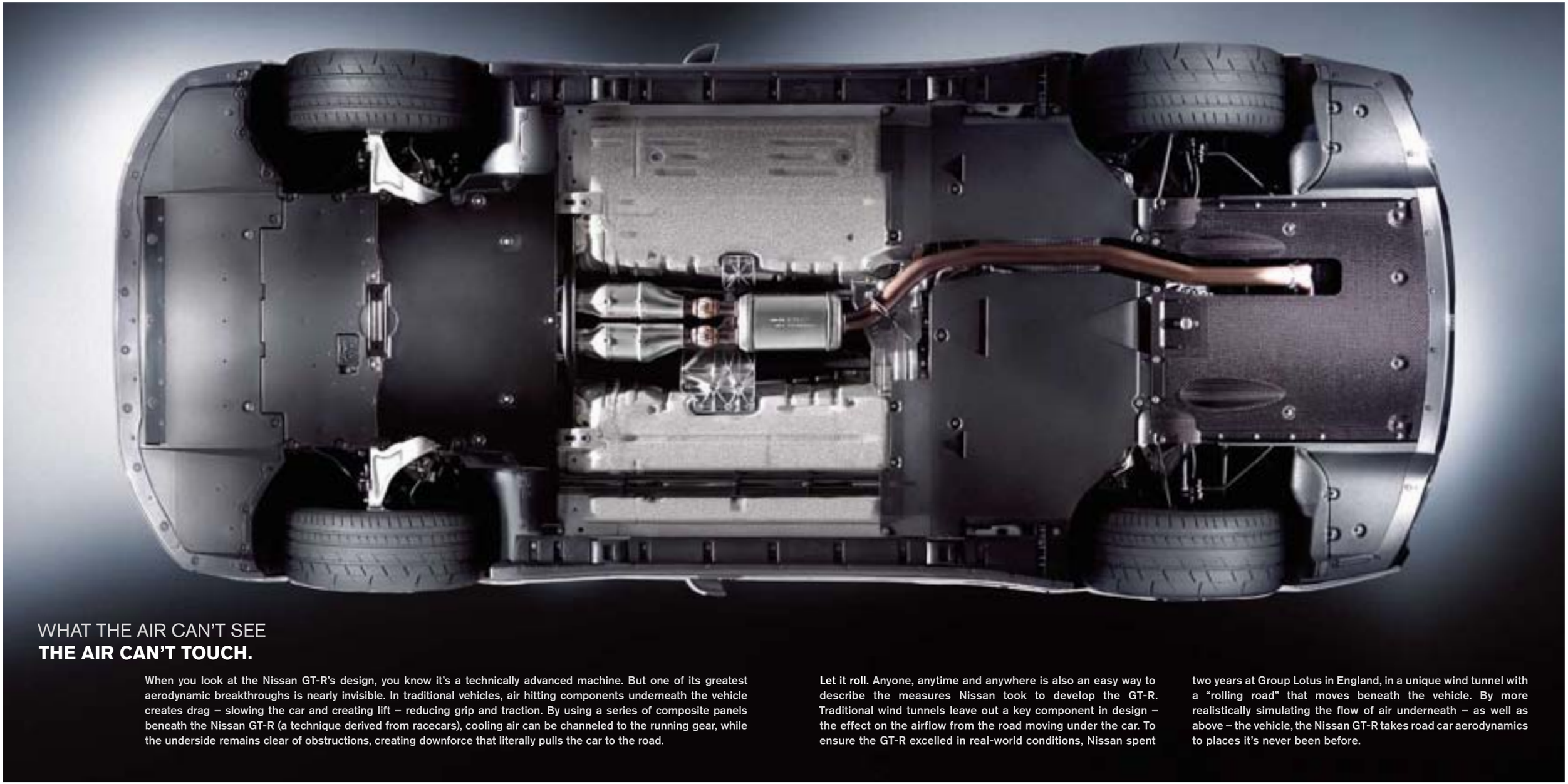
Vents at the back of the front fenders reduce pressure in the front wheel arches and help vent the brakes

Blades on the edges of the front fenders provide optimum airflow around the tyres and along the body

Functional hood scoops assist cooling in the engine compartment

Grille opening with rounded edges optimises cooling of engine, intercoolers and running gear with minimum drag

GT-R Premium shown



WHAT THE AIR CAN'T SEE
THE AIR CAN'T TOUCH.

When you look at the Nissan GT-R's design, you know it's a technically advanced machine. But one of its greatest aerodynamic breakthroughs is nearly invisible. In traditional vehicles, air hitting components underneath the vehicle creates drag – slowing the car and creating lift – reducing grip and traction. By using a series of composite panels beneath the Nissan GT-R (a technique derived from racecars), cooling air can be channeled to the running gear, while the underside remains clear of obstructions, creating downforce that literally pulls the car to the road.

Let it roll. Anyone, anytime and anywhere is also an easy way to describe the measures Nissan took to develop the GT-R. Traditional wind tunnels leave out a key component in design – the effect on the airflow from the road moving under the car. To ensure the GT-R excelled in real-world conditions, Nissan spent two years at Group Lotus in England, in a unique wind tunnel with a "rolling road" that moves beneath the vehicle. By more realistically simulating the flow of air underneath – as well as above – the vehicle, the Nissan GT-R takes road car aerodynamics to places it's never been before.

UNCONVENTIONAL **WISDOM.**

Nissan challenged tradition at every point in the GT-R's development. While a large engine can be powerful, it can also be heavy and thirsty for fuel. Instead, the Nissan GT-R's twin turbocharged 3.8 litre V6 puts out its prodigious 357kW of power while being physically compact and efficient. 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.

One man, one engine. Each Nissan GT-R engine is hand-assembled by a single "Takumi" technician – one of only 8 allowed the honor in a dust and temperature controlled clean room much like those used for Formula One racing engines. Once assembled, the engine spends an hour in bench testing and break in, including running at redline for a rigorous 10 minutes straight, making it ready to give full performance when the GT-R is delivered to its owner.

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).

Location, location, location. By using a powerful twin-turbo V6 rather than a larger and heavier V8 or V12, the Nissan GT-R exploits its all new Premium Midship (PM) design for ultimate balance. In the PM design, much of the engine sits well back in the chassis behind the front axle for crisper turn in, quick steering response and overall balance. The lighter, more compact engine also pays dividends in performance and interior space.

Steering column-mounted paddle shifters

Transmission settings: R-Mode, Normal and Snow

Two clutches. No clutch pedal. The Nissan GT-R's 6-speed dual clutch transmission shifts incredibly quickly. How? Inside the transmission, there are separate clutches for the odd (1st, 3rd, 5th) and even (2nd, 4th, 6th) gears. When the car is in an odd numbered gear, the adjacent even numbered gear is "preselected" ready to make the shift immediately. The transmission is so smart, it even "blips" the throttle on downshifts to match rpm. So even though your left leg may not get much exercise, you'll have tremendous fun shifting the GT-R.

IT SHIFTS THE WORLD OF TRANSMISSIONS IN JUST **0.2 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 0.2 seconds when in R-Mode – quicker than you can blink.

Perfectly balanced. To achieve ideal front-to-rear weight distribution, the Nissan GT-R's clutches, transmission and transfer case are all mounted in the rear of the chassis, creating the world's first independent rear transaxle for an All-Wheel-Drive vehicle.

Cornering in dry conditions

All-Wheel-Drive constantly adjusts power between
front and rear axles to maximise use of available traction.
Bilstein® DampTronic™ automatically firms suspension.
Over 1,500 high performance tyre treads and compounds tested.
1.5-way mechanical limited slip rear differential for added grip.
Premium Midship (PM) Package design provides ideal balance.
Massive Nissan Brembo® 380mm disc brakes all around.

All for one. 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, at 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. The GT-R driver simply powers out of the corner sooner and therefore faster.

ARRIVE LATE **LEAVE EARLY.**

The racer's rule: A racecar is fastest when it's on the power. So the later you can brake into the turn and the sooner you can get back on the power, the better. With the Nissan GT-R's combination of powerful braking and All-Wheel-Drive grip, it sets new standards for performance – even for supercars.

53% 47%

Premium blend. The Nissan GT-R's Premium Midship (PM) design allows another unique philosophy to be employed. Traditional thought says that a 50/50 weight distribution when the vehicle is static is ideal. Nissan engineers believe that what you really want is perfect balance when in motion, so the GT-R carries a 53/47 static distribution that becomes a dynamic 50/50 weight distribution under acceleration, for superbly balanced handling.

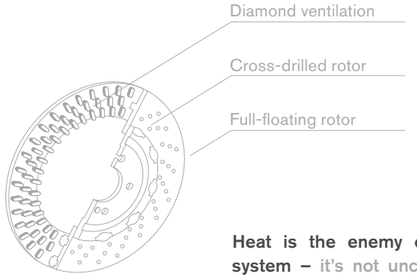
ROAD
SCHOLAR.

Pure engineering brilliance allows the Nissan GT-R's suspension to deliver world class performance in conditions that send other supercars back for remedial studies. Whether it's R-Mode, designed for track driving, Normal Mode that's aggressive without being punishing, or Comfort Mode to smooth out city streets and tame freeway hop, advanced technology combines with lightweight suspension components to make the GT-R responsive, refined and exhilarating.

Smart shocks. The Bilstein® DampTronic™ system uses computerised control to continually adjust shock absorber damping. It constantly monitors 11 elements, including vehicle speed, lateral acceleration, torque, engine rpm and braking behavior to help provide the ideal ride/handling balance. To match the precision of the Nissan GT-R's other suspension components, high accuracy progressive rate springs were developed and manufactured to extremely high tolerances.

HUGE
IN EVERY WAY.

Look beyond the sheer size of the Nissan GT-R's 380mm front and rear brake rotors and you'll see that Nissan and racing legend Brembo® have brought some of the biggest ideas in racing to this extraordinary road car. For stronger, more even clamping power, 6-piston front and 4-piston rear calipers are used – 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 aluminium.



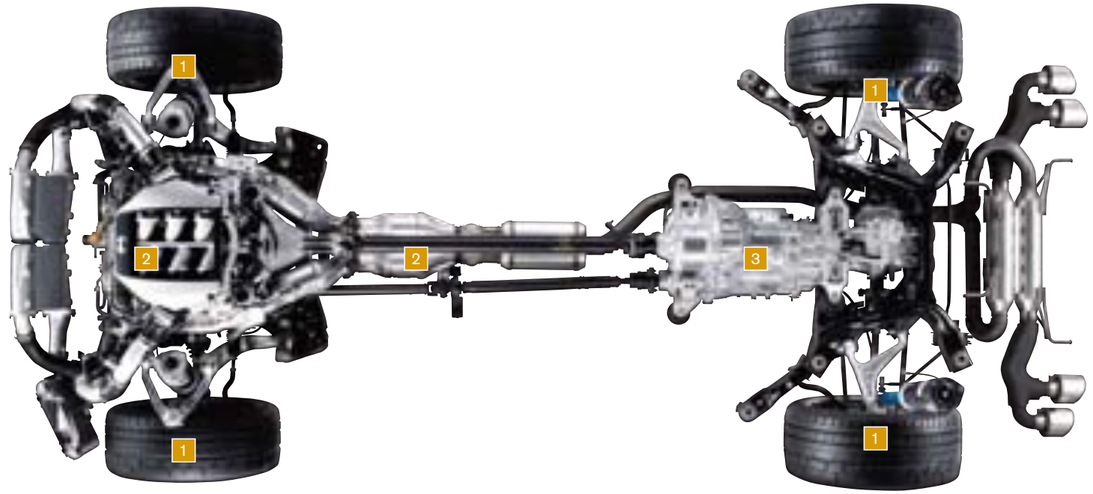
Heat is the enemy of any braking system – it's not uncommon to see the rotors of racecars glowing bright red. Along with cross drilled rotors to help keep the Nissan GT-R's brakes cool, you'll find ingenious diamond shaped ventilation ribs to pull away heat. The GT-R also benefits from a full floating rotor, a racing technology originated by Brembo. By allowing the outer disc to expand away from the hub under extreme heat, it reduces the tendency of the rotor to warp.

ADVANCED TO ITS VERY CORE.

All the power and control in the world are useless if you have a body that can't handle stress. To make sure that the GT-R provides a rigid platform, Nissan engineers pioneered a unique multi material body structure using high-strength steel, die-cast aluminium, carbon-fibre and composite materials.

The right stuff. Die-cast aluminium is lightweight yet extremely rigid. Instead of multiple sheet metal stampings welded together, the Nissan GT-R's front shock housing is a single die-cast aluminium structure that's lighter, stronger, and provides more accurate fit of components allowing for greater precision and control of the front suspension. A carbon-composite radiator crossmember helps to keep weight off the front wheels for better handling, while below the chassis, durable, lightweight carbon-fibre, polypropylene and fibreglass are used in the underbody tray to create aerodynamic downforce.

Lean and Mean. To maximise performance, a vehicle needs to be as light as possible, while remaining as strong as possible. For the GT-R's chassis, extensive use of lightweight but super-strong aluminium and clever packaging helped to achieve this goal.



1_ Key suspension components and lightweight forged aluminium wheels reduce unsprung weight, allowing the suspension to respond more quickly to the road, and the steering respond more quickly to driver input.

2_ By reducing rotating mass from items like a carbon-fibre driveshaft and lightweight engine components, the engine can spin more freely. The lightweight wheels also turn more easily, allowing quicker acceleration and braking.

3_ No area escaped scrutiny – even differential and transmission were combined into a single casting to reduce vehicle weight.

Cornering in the wet/all weather conditions

All-Wheel-Drive helps maximise grip in slick conditions.

VDC in Normal Mode helps maintain handling performance in corners.

Massive Nissan Brembo® 380mm disc brakes all around.

Specially developed tyres for Nissan GT-R.

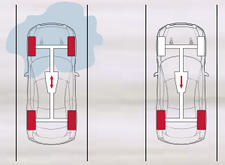
Rear-mounted transaxle adds weight over rear wheels for better grip.

Super wide beam xenon headlights give better visibility in corners.

MAKE TRACKS
AS WELL AS DRIVE AT THEM.

The Nissan GT-R features one of the most advanced All-Wheel-Drive systems ever used in a road car. Precise control of power to all four wheels combined with an equally advanced VDC stability control system mean you have superior confidence and control. Anytime. Anywhere.

Biased performance. Instead of the traditional 50/50 torque split between front and rear axles, the Nissan GT-R's 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 to keep it on the steered course. A much quicker way to go in track conditions.

*Also known as Electronic Stability Program (ESP).

VIRTUOSO
PERFORMANCE.

From the single craftsman building the engine to the technician hand-fitting the chassis components. The hand-polishing of the body to the on-track test drive before it's delivered. Every Nissan GT-R bears the personal touch of some of the most highly trained and car-obsessed enthusiasts on the planet.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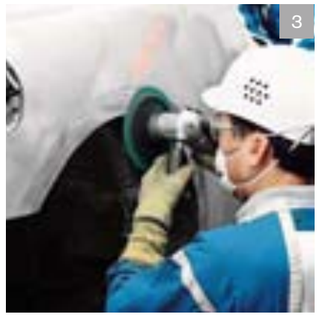
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4

1_ Every GT-R receives a high degree of hand assembly and finishing. 2_ A grueling shake test verifies the quality of its many welds, helping ensure long-term durability. 3_ Hand-finishing of body panels creates a true work of art. 4_ "Jigs" or fixtures – a technique learned from racing – are used to hold body panels and components precisely in place during assembly.

Worldwide testing includes:

Over 3,380 kilometres at Germany's Nürburgring.

Testing at Sendai track and Nissan's test track in Hokkaido, Japan.

Testing at Willow Springs, Laguna Seca and Infineon raceways in the U.S.

Born to perform. Before it is delivered, each Nissan GT-R receives a thorough 9-lap break-in run at Tochigi test track to evaluate and break-in key components including the engine, brakes, transmission and suspension. While it may seem like great lengths to go to, it's the best way to ensure that every GT-R will offer its full measure of groundbreaking performance from the very beginning – and for many years to come.

LAP 1_ Brake quenching

LAP 2_ Brake quenching

LAP 3_ Brake quenching

LAP 4_ Brake bed-in

LAP 5_ Transmission break-in

LAP 6_ Transmission break-in, boost pressure check

LAP 7_ Transmission contact (sudden start)

LAP 8_ Reducing friction of suspension

LAP 9_ Reducing friction of suspension

High-speed testing on the Autobahn.

Snow testing in Hokkaido – Japan's northernmost province.

Hot weather testing in Palm Springs and the Arizona desert.

Rough road testing on the streets of Detroit.

VIRTUAL MEETS **REALITY.**

Like everything else in the GT-R, Nissan rethought the way the driver receives information. Who are the best in the world at providing the most data, the quickest? Video game developers. That's why Polyphony Digital,® creators of the world-famous Gran Turismo™ driving game for Sony PlayStation® – and huge Nissan GT-R fans in their own right – were asked to collaborate in the design of the GT-R's Multi-Function Display system. The result is engaging and informative – providing quick readability combined with the flexibility of multiple customisable displays. Very real-world, yet exceptionally fun, too. Play on.

Factory preset screens give you quick access to key driving information including acceleration, braking, steering, gear position and lap time.

Four customisable performance screens are designed to let the driver organise key information to their personal tastes. Choose from a variety of engine performance and efficiency parameters, as well as cornering and acceleration/braking G-forces. It can even keep a driving record of your laps on a track, to analyse and improve your performance.

Driver's seat with
unique bolstering

Bluetooth® Handsfree System
with compatible phone models

Steering column-
mounted paddle shifters

Push Button Ignition

Special attention to ergonomic design 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. 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.

Equally important, the Nissan GT-R's interior is also designed to make you feel fully connected to the vehicle. Amply bolstered front sport seats hold you in place while cutouts in the driver's seat cushion facilitate leg motion. No detail went unchecked – from the Push Button Ignition to the point of using an identical grain of leather for the steering wheel, shift lever and door pulls, all for a unified, comforting feel.

INSTANTLY AT HOME **ANYWHERE.**

GT-R interior shown

GT-R Premium interior shown

GT-R Premium interior shown

Born to perform. The Music Box™ audio system is, much like the Nissan GT-R, an incredibly flexible performer. With a 9.3GB hard drive that holds up to 2,900 songs you can always find something worth listening to.

The 11-speaker BOSE® audio system on the GT-R Premium was designed along 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'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 employ the boot as a giant bass enclosure.

GT-R Premium interior shown

Plays MP3/WMA CDs

HDD Music Box system with 9.3GB for audio storage

NISSAN GT-R
BLACK LEATHER/SYNTHETIC SUEDE

Black Obsidian KH3

Gun Metallic KAD*

Titanium KAC*

NISSAN GT-R
DARK CHROME WHEEL COLOUR

Vibrant Red A54

NISSAN GT-R PREMIUM
BLACK LEATHER/SYNTHETIC
SUEDE WITH RED TRIM ACCENTS

Ivory Pearl QAB

Super Silver KAB** (extra-cost option)

NISSAN GT-R PREMIUM
REAL BLACK WHEEL COLOUR

From the moment you first think about a Nissan to the time you actually drive out of the dealership and into the future, we want every experience to be special. Passionate. Exhilarating. Like the vehicles we design and build. After all, what's excitement without commitment?

All colours are available across the range. In some cases the printed colours may vary from the actual colours.
***Indicates a metallic colour, which is available at extra cost. **Indicates a premium colour, which is available at extra cost.**

Specifications

	GT-R	GT-R Premium
Engine		
VR38DETT – 3.8 litre twin-turbocharged 24-valve V6; each engine handcrafted by its own master technician ("Takumi") in a clean-room environment	●	●
Power – 357kW@6,400 rpm	●	●
Torque – 588Nm@3,200-5,200 rpm	●	●
Cylinder bore x stroke – 95.5 x 88.4mm	●	●
Dual overhead camshafts with variable intake-valve timing	●	●
Aluminium cylinder block with super low friction/high-endurance plasma coated bores	●	●
Aluminium pistons, precision matched to cylinder bores	●	●
Nissan Direct Ignition system with iridium-tipped spark plugs	●	●
Electronic drive-by-wire throttle	●	●
Lateral wet and dry sump system with thermostatically controlled cooling and magnesium oil sump	●	●
Independent dual intake and low-backpressure exhaust systems	●	●
Secondary air intake system to rapidly heat catalysts to peak cleaning efficiency	●	●
Drivetrain		
ATTESA ET-S All-Wheel-Drive (AWD) with patented independent rear-mounted transaxle integrating transmission, differential and AWD transfer case	●	●
Torque distribution – traction/yaw-based; up to 100% rear; up to 50% front	●	●
Rigid, lightweight carbon-composite driveshaft between engine and transaxle	●	●
Electronic Traction Control	●	●
High-performance 1.5-way mechanically locking rear differential	●	●
Advanced Vehicle Dynamic Control (VDC-R) with three driver-selectable settings: – Normal – for daily driving; controls brakes and engine output – R-Mode – for ultimate performance; raises the threshold at which the system intervenes – Off – for emergency recovery in mud or snow	●	●
Hill Start Assist prevents rollback when starting on an incline	●	●
Transmission		
6-speed Dual Clutch Transmission with three driver-selectable modes; each transmission handcrafted in a clean room environment: – Normal – for maximum smoothness and efficiency, with gearshifts in less than 0.5 seconds – R-mode – for maximum performance with fastest shift speeds (0.2 seconds) – Snow – for gentler starting and shifting	●	●
Fully automatic shifting or full sequential manual control via steering column-mounted paddle shifters	●	●
SynchroRev Matching	●	●
Predictive pre-shift control (in R-mode) preselects the next gear change based on throttle position, vehicle speed, braking input and other information	●	●
Brakes		
Nissan Brembo® 4-wheel disc brakes - 380mm front and rear	●	●
Front and rear two-piece floating rotors with diamond-pattern internal ventilation	●	●
Super-rigid 6-piston front/4-piston rear monobloc calipers with racecar-inspired 3-point radial mounting	●	●
Suspension and Steering		
Front suspension – Double-wishbone with aluminium upper arms	●	●
Rear suspension – Multi-link with aluminium upper links	●	●
Rigid, tubular front and rear suspension subframes, assembled in high precision jigs similar to a racecar	●	●
Bilstein® DampTronic system with three driver-selectable modes: – Normal/Sport – for automatic electronic control of damping – R-mode – engages maximum damping rate for high-performance cornering – Comfort – for minimising ride harshness on rough roads	●	●
Super-lightweight forged-aluminium wheels with knurled bead area, designed to maximise tyre adhesion to wheel under extreme acceleration: – Front wheels – 20 x 9.5" – Rear wheels – 20 x 10.5"	●	●
Dark chrome colour coat finish 20" alloys	●	
Real black colour coat finish 20" alloys		●
Exclusively developed tyres, nitrogen-filled at factory	●	●
Dunlop® SP Sport 600 DSST run-flat summer tyres: – Front tyres – 255/40ZRF20 – Rear tyres – 285/35ZF20	●	
Bridgestone® RE070R high-performance run-flat summer tyres: – Front tyres – 255/40ZRF20 97Y – Rear tyres – 285/35ZRF20 100Y		●
Body Construction		
Premium Midship (PM) Package with Multi Material Body construction assembled using high-precision, ultra-low-tolerance jigs similar to racecar construction	●	●
Aluminium bonnet, boot lid and outer door skins	●	●
Die-cast aluminium front shock towers and door structures	●	●
All outer body panels stamped using multiple-strike coining process, for exceptional rigidity and precision	●	●
Carbon-composite front crossmember/radiator support	●	●
Aerodynamics		
Coefficient of drag – 0.27	●	●
Negative lift (downforce) generated at speed at all four wheels	●	●
Underbody covering: – Impact-resistant polypropylene front undercover – Heat-resistant Sheet Moulded Compound undercover behind front axle – Rigid, heat-resistant Carbon-Sheet Moulded Compound undercover ahead of rear-mounted transaxle – Honeycomb aluminium substructure with carbon-composite rear diffuser	●	●
Body-colour rear spoiler with integrated centre high-mounted stop light	●	●
Front fenders designed to optimise air management around the wheels and to help keep the side windows clearer at driving speed	●	●
Optimised airflow through the undercarriage and wheel arches to help cool the engine, drivetrain and brakes	●	●
Styling/Functionality		
Super wide beam headlights with High-Intensity Discharge (HID) low beams	●	●
LED taillights and brake lights	●	●
Dual heated body-colour power outside mirrors, with power fold-in	●	●
Flush-mounted aluminium door handles	●	●
Four 5" exhaust outlets with polished tips	●	●
UV-reducing solar glass (windshield and front doors)	●	●

	GT-R	GT-R Premium
Audio/Multi-Function Display		
CD audio system with AM/FM radio and 6 speakers	●	
BOSE® audio system with 11 speakers, including dual subwoofers in a die-cast aluminium enclosure		●
HDD Music Box system with 9.3GB for audio storage	●	●
CD player with MP3/WMA compatibility	●	●
Steering wheel-mounted audio controls	●	●
Speed sensitive volume	●	●
Diversity antenna	●	●
7-inch colour-LCD touch-screen Multi-Function Display system	●	●
Driver-configurable Multi-Function Display system, with graphical readouts of vehicle data and driving data displayed on a total of 11 screens	●	●
Convenience		
Intelligent Key keyless entry with push button ignition	●	●
Electronic analog instrument cluster with multi-function trip computer and digital gear indicator	●	●
Bluetooth® phone system	●	●
Dual zone automatic climate control with microfilter	●	●
Power front windows with one-touch auto-up/down	●	●
Cruise control with steering wheel mounted controls	●	●
Tilt and telescopic steering column	●	●
Variable-intermittent flat-blade windscreen wipers	●	●
Dual illuminated visor vanity mirrors	●	●
12-volt DC power outlets (2)	●	●
Front centre console with armrest, storage and dual cup holders	●	●
Rear centre console with cup holder	●	●
Map lights	●	●
Seating and Appointments		
Black leather upholstered front seats with perforated synthetic suede inserts	●	
Black leather upholstered front seats with perforated synthetic suede inserts and red trim accents		●
Power front seats with entry/exit switch for rear passenger	●	●
Heated front seats	●	●
Dual individual rear seats	●	●
Leather-wrapped steering wheel and gearshift knob	●	●
Aluminium-trimmed pedals	●	●
French-stitched leather-trimmed dashboard, console and doors	●	●
Brushed metal interior trim	●	●
Safety		
Nissan Advanced Airbag System (AABS) with dual-stage front driver and passenger airbags, seatbelt sensors and occupant-classification sensor	●	●
Driver and front passenger side-impact airbags and roof-mounted curtain side-impact airbags	●	●
Front seatbelts with pretensioners and load limiters	●	●
3-point ELR passenger seatbelt system	●	●
Child restraint anchorage	2	2
Zone body construction with front and rear crumple zones	●	●

	GT-R	GT-R Premium
Advanced Vehicle Dynamic Control (VDC-R)	●	●
4-wheel Anti-lock Braking System (ABS)	●	●
Electronic Brakeforce Distribution (EBD)	●	●
Nissan Vehicle Immobiliser System	●	●
Vehicle Security System	●	●
Capacities		
Cargo volume (litres): 315	●	●
Fuel tank (Premium Unleaded Fuel recommended; litres): 74	●	●
Fuel economy (combined) – ADR 81/01 l/100km[A]	12.4/100km	12.4/100km
Exterior Dimensions		
Wheelbase (mm): 2.780	●	●
Overall length (mm): 4.650	●	●
Overall width (mm): 1.895	●	●
Overall height (mm): 1.370	●	●
Track width (front mm): 1.590	●	●
Track width (rear mm): 1.600	●	●

[A] Figures have been calculated in accordance with ADR81/01. Actual fuel consumption will vary depending on driving conditions, driver behavior, the condition of your vehicle and the accessories fitted.

SHIFT_

A shift is both an invitation and a challenge. A challenge to open your mind to whatever feels unfamiliar. To re-evaluate whatever feels too familiar. And to ask questions different from those everyone else is asking. At Nissan, we're asking these very questions every day. The result is a line of vehicles that represent a pure, uncompromising **SHIFT_** from the ordinary.

SHIFT_the way you move

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