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検索

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NISSAN
NISSAN GT-R
2007-

NISSAN GT-R

Model	R35
Engine Name	VR38DETT
Displacement	3799cc
Maximum Output	480ps/6400rpm
Maximum Torque	60.0kg-m/3200 ~ 5200rpm
Overall Length	4655mm
Overall Width	1895mm
Overall Height	1370mm
Wheelbase	2780mm
Vehicle Weight	1740kg



The standard grade at the time of release featured a hood designed with aerodynamics in mind, equipped with a "single power intake" to efficiently cool the engine.



The rear lamps carry on the tradition of the four round lights inherited from the Skyline GT-R.

The rear angle of the standard grade. The body utilizes carbon, diecast aluminum and steel, boasting high collision safety through an integrated body-suspension design.





A flagship model for Nissan's remarkable turnaround

The NISSAN GT-R, released in 2007, is a high-performance car that represents Japan. Looking back at the origins of the GT-R, the legacy of the Skyline GT-R cannot be overlooked. It began with the first-generation Skyline 2000GT-R (PGC 10 model) introduced in 1969. The second generation, the KPGC 110 model, was released in 1973, but production was soon halted due to the oil crisis. This marked the end of the first generation.

Sixteen years later, in August 1989, the second-generation Skyline GT-R, the BNR32 model, made its debut, continuing its lineage up to the BNR34 model introduced in 1999. Then, in 2007, the R35 GT-R was introduced, omitting the Skyline name but continuing the lineage, marking the third generation.

One reason for the gap between the second and third generations was the "2000 Emissions Regulation," enforced in 2000, which caused sports cars across Japan, including the GT-R, to temporarily disappear. Another factor was Nissan's financial situation at the time. In 1999, Nissan was facing a fiscal crisis, and Carlos Ghosn was appointed as

COO, launching the "Nissan Revival Plan." The Skyline GT-R, which was not contributing significantly to the company's finances, also disappeared from the lineup. However, as signs of a turnaround became evident, a flagship car was needed, and in 2005, the "GT-R Proto" was unveiled at the Tokyo Motor Show. The GT-R made its world premiere at the Tokyo Motor Show in 2007.

Bringing the allure of supercars to everyone

Although the R35 GT-R shares a lineage with its predecessors, it differs conceptually from the traditional Skyline GT-R. While the Skyline GT-R was a high-performance sports car, it was fundamentally based on a GT car and could not be considered a pure sports car. In contrast, the R35 was positioned as a "multi-performance supercar" with a global focus, embodying the concept of a car that could offer the ultimate supercar experience "anywhere, anytime, and for anyone."

The R35 GT-R departed from the traditional straight-six engine, opting instead for a 3.8-liter V6 twin-turbo VR38DETT engine, paired with the GR6 dual-clutch transmission. This new configuration allowed the car to achieve exceptional performance and handling. In terms of packaging,

the R35 GT-R adopted an evolved version of the Front-Midship (FM) layout, called the "Premium Midship." The compact V6 engine was placed within the front overhang, and for the first time in the world, the clutch, transmission, and transfer were moved to the rear, integrated with the rear final drive to create an independent transaxle 4WD system. This allowed for optimized grip on all four tires, regardless of the driving conditions.

The newly developed 3.8-liter V6 twin-turbo VR38DETT engine generates a maximum torque of 588Nm (60kgm) at a wide range of 3200-5200 rpm. It produces a peak output of 353kW (480ps) at 6400 rpm, while achieving class-leading fuel efficiency and meeting stringent emissions standards, reducing exhaust emissions by 50% compared to the 2005 regulations.

The GR6 dual-clutch transmission features rapid shifting via paddle shifters and BorgWarner's six-plate dual-clutch with direct control, allowing for precise management of the car's power through the accelerator.

The suspension system employs Bilstein DampTronic, an electronically controlled damper system that adjusts the shock absorber's damping force based on vehicle data, offering



Equipped with newly developed super wide-beam headlamps that include three additional auxiliary reflectors, enabling wider illumination.



The interior is designed to surround the driver. The gauges are aligned at the same height to prioritize visibility with minimal eye movement.

optimized performance for various driving conditions. The braking system uses Brembo's oversized full-floating drilled rotors and high-rigidity brake pads, paired with Brembo's Monoblock calipers (six-piston front, four-piston rear), delivering stable braking power and high fade resistance.

The tires are specifically designed for the GT-R, providing excellent grip for high-speed track driving, wet conditions on expressways, and even rough city streets. The tires also feature Run-Flat technology, allowing the car to continue driving at speeds of up to 80 km/h for up to 80 km even in the event of a flat. Supporting all these features is a new, highly rigid yet flexible body, made from an optimal combination of carbon, diecast aluminum, and steel. The integrated body-suspension design also ensures top-level collision safety.

Additionally, the R35 GT-R introduced a new era of technology with the inclusion of a setup switch on the instrument panel, allowing the driver to change vehicle settings while driving without needing to adjust their posture.

Annual improvements have achieved high-level multi-performance

After its release, the GT-R underwent annual improvements. In 2008, alongside an increase in the product precision of the engine itself, the computer-controlled system was enhanced, resulting in a 5-horsepower increase in maximum output. The suspension settings were also improved. In 2009, the "SpecV" variant was introduced, featuring carbon-ceramic brakes for enhanced braking power, as well as a high-gear boost system that temporarily increased mid-to-high-range torque, improving acceleration G-force and fuel efficiency.

In 2010, a significant minor change was implemented. The main updates included adjustments to the turbocharger's boost pressure, valve timing, air-fuel ratio, and an expansion of the intake pipe diameter to reduce intake resistance, as well as a larger exhaust pipe cross-section to reduce exhaust resistance. These changes improved fuel efficiency while increasing the maximum output to 390 kW (530 ps) at 6400 rpm, and the maximum torque to 612 Nm (62.5 kg-m) between 3200 and 6000 rpm. The suspension was also upgraded, with changes to the spring and shock absorber lever ratios, as well as the front caster angle, which improved tire grip during steering and stability during straight-line driving. The rear

suspension was modified to lower the roll center and adjust the toe angle, enhancing the grip during cornering and improving the driver's feel. Additionally, newly developed shock absorbers and uniquely designed large-diameter thin rotors were adopted for the braking system. In terms of the body, a high-rigidity, lightweight aluminum honeycomb carbon composite strut support bar was introduced in the engine bay to improve response to driving inputs. New grades, including the "Club Track edition" and "EGOIST," were also added at this time.

The "GT-R NISMO", inherited from racing cars, was added

The model released in 2011 saw numerous changes. The engine now involves a process to align the intake manifold and head for each unit, while the catalytic converter was made more compact to reduce airflow resistance. Modern design valves with sodium metal were used to improve exhaust valve cooling performance, achieving an improvement in fuel efficiency to 8.7 km per liter (JC08 mode). Despite this, the maximum output increased to 404 kW (550 ps) / 6400 rpm, and maximum torque to 632 Nm (64.5 kg-m) / 3200-5800 rpm, marking significant performance improvements.



For greater freedom in leg movement during long drives, the front seats have a reduced side bolster in the front cushion area.



The interior is designed to surround the driver. The gauges are aligned at the same height to prioritize visibility with minimal eye movement.

The suspension's asymmetric setting is also noteworthy. This was developed considering the weight distribution of right-hand-drive vehicles and the structure of the GT-R, where the propeller shaft driving the front wheels is located to the right of the center.

In 2013, the "NISSAN GT-R NISMO" was added. This version, with race car components like the race-spec turbochargers, produced a maximum output of 441 kW (600 ps) and maximum torque of 652 Nm (66.5 kg-m). In 2016, a second major upgrade occurred. The hand-assembled power unit, based on GT-R NISMO technology, incorporated individual cylinder ignition timing control to reduce knocking. This increased the maximum output to 419 kW (570 ps) / 6800 rpm, and maximum torque to 637 Nm (65.0 kg-m) / 3300-5800 rpm. The transmission was upgraded to a refined 6-speed dual-clutch system, ensuring smoother acceleration at mid-to-high speeds. The body rigidity was enhanced, and suspension settings were refined further, improving traction and ride comfort. Compared to the 2015 model, the changes led to a 30% reduction in body roll and a 20% reduction in yaw rate variations during high-speed driving.

In April 2021, the GT-R NISMO and special edition "NISSAN GT-R NISMO Special Edition" were announced. In September, the "Premium Edition T-spec" and "Track Edition engineered by NISMO

The upgrades to the 2010 model included improved downforce, drag coefficient, and stability, all while achieving better fuel efficiency.



T-spec" were introduced with exclusive features like carbon ceramic brakes and special engine covers. These are considered the final evolutionary steps for the R35 model.



The 2016 model saw significant changes to the exterior, including a newly designed front grille with a matte chrome finish. This update gave the car a more refined and modern look, aligning with its performance enhancements.



The V-type VR38DETT engine was installed in the GT-R for the first time. Along with the transmission, it was assembled by the skilled hands of a single "Takumi" (master craftsman). This attention to detail and craftsmanship contributed to the high performance and precision of the engine.



The center console features a shift gate and a red engine start button, symbolizing the action of "igniting the engine." This design adds to the car's high-performance appeal, giving a sense of excitement and power as the engine.



The instrument cluster features a tachometer positioned at the center, with the shift position display placed at the top right. The design evokes a sense of the future, with a style inspired by gears, emphasizing the advanced performance of the vehicle.



The setup switch, located at the center of the dashboard, allows the driver to adjust the vehicle's settings, such as Normal Mode and Snow Mode, while driving. This feature offers enhanced flexibility for different driving conditions.

A gold model for a gold medallist

The GT-R, renowned for its high performance, also has special editions inspired by world-class athletes known for their ultimate performance. One such athlete is Usain Bolt; the former Jamaican sprinter known as the fastest man in the world. In 2012, following his world record-breaking achievements and multiple gold medals at the London Olympics, he became the brand ambassador for GT-R. That same year, a one-of-a-kind "Bolt Gold" edition was produced. This special model was auctioned for charity, with the proceeds donated to the Usain Bolt Foundation. In the following year, another "Bolt Gold" edition, specially tuned to Bolt's driving style, was presented to him, making him a proud GT-R owner.

Another athlete associated with the GT-R is tennis player Naomi Osaka. In 2018, Osaka made history by winning the

US Open, becoming the first Japanese woman to win a singles title. Later that year, she was appointed as Nissan brand ambassador. In November, a GT-R NISMO was gifted to her. In January 2019, a special edition GT-R, the "Naomi Osaka Nissan Brand Ambassador Commemorative Model," was released. Based on the Premium Edition, it featured a choice of three unique body colors, including Midnight Opal, and three special interior color combinations. Only fifty units of this model were produced, making it a rare collectible.



The photo shows the model presented to Usain Bolt. During the ceremony, Bolt signed the bonnet of the car, which was then displayed worldwide, including in Dubai and China.