

**NISSAN**  
**SUNNY**  
**GTI-R**









**If you added a few decals and put on a helmet, you'd  
have a World Rally Championship racer.**

Unlike most cars in the world, the Limited Edition Nissan GTI-R may one day be a World Rally Championship (WRC) winner.

The WRC is a series of international races which challenge both man and machine under the most demanding driving situations.

Cars and crews sometimes run 18 hours a day for 12 continuous days or more. Down rock-strewn desert paths. Where the sun is your only compass. Alongside frozen, snowbound roads carved from some Ice-Age mountain. Through swamps and mud and 200-kph traffic jams. And at times, through the air.

The WRC is not for the squeamish. Only the fittest survive. Barely.

Enter the Limited-Edition Nissan GTI-R. This serious driving machine was engineered and built to win WRC races. Period.

We gave the GTI-R everything. A 220-PS powerplant. Full-time, 4-wheel drive. A performance-tuned chassis. A wind-slicing shape. A true sports car cockpit. Everything. One of the more interesting points about WRC racing, is the fact that the specifications of the GTI-R you can buy must match those of the GTI-R that run in the WRC. Almost identically.

The WRC allows very few modifications. Very few.

Which means the Limited-Edition GTI-R that was born and bred to compete on the world's most prestigious rally courses can be yours to drive everyday.

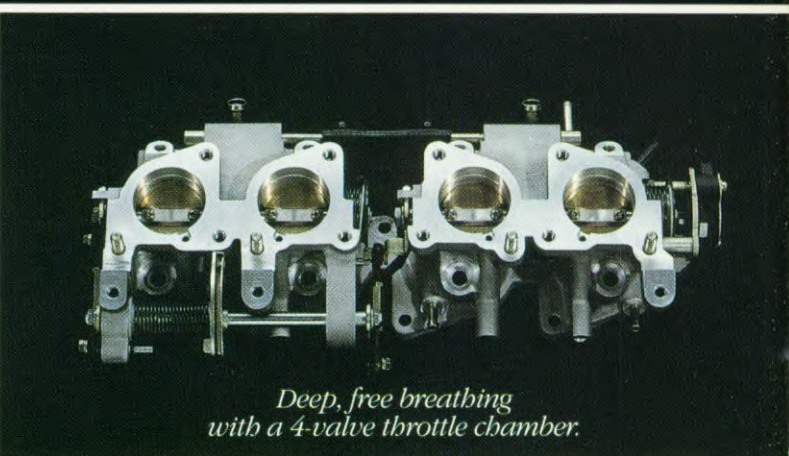
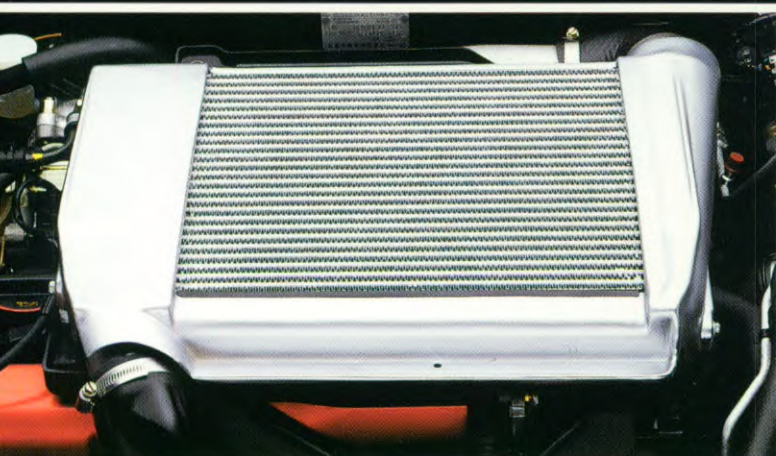
To Nissan, WRC races are the perfect environment to test the latest technological advancements. And to re-engineer and refine what has been learned in numerous research and development laboratories across three continents. Again and again. Nissan then applies this accumulated knowledge to its cars and trucks around the world.

So when Nissan races, the real winner is you.

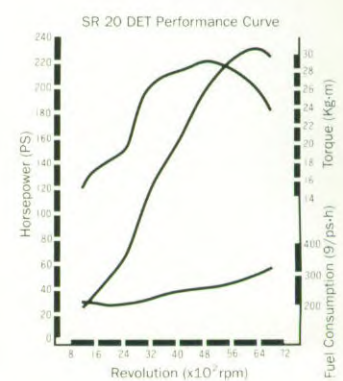
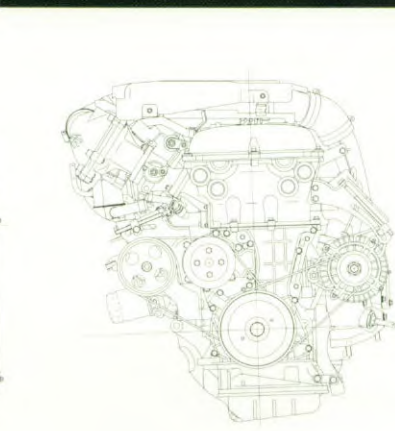
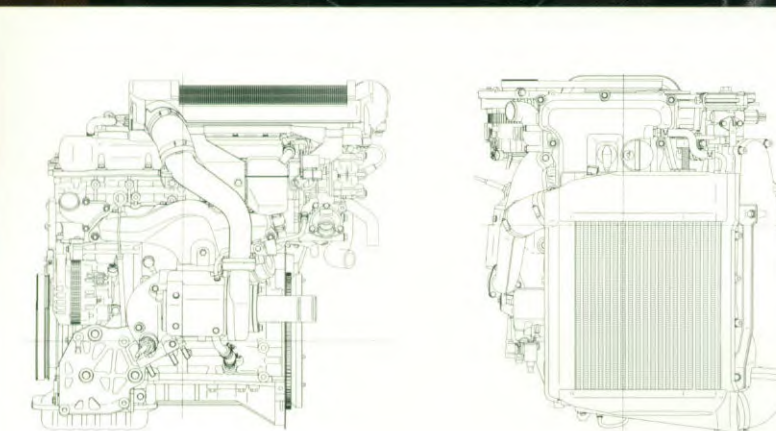




*The heart and soul of GTI-R: SR20DET.*



*Deep, free breathing  
with a 4-valve throttle chamber.*





**With a 2.0 litre, turbocharged, intercooled,  
fuel-injected 16-valve engine, the GTI-R doesn't  
need wings to fly.**

In the competitive world of WRC racing, might is right. A fact which bodes well for the GTI-R.

Beneath its huge air louvred intake, a lean, muscular powerplant purrs. Lion-like. It sends a pretty powerful message: 220 PS/6400 rpm. 29kgm/4800 rpm. Top speed: 223 kph. 0-to-100 kph in 6.4 seconds.

An engine, above all, needs to breathe. Especially when your tachometer remains near the redline from dawn to dusk. Our T3 Garret turbocharger powers air into the high-capacity intercooler at a pressure rate of 550-mm HG. Its powerful, low-inertia compressor eliminates any "turbo-lag" and provides high torque output across the powerband.

As the name implies, an intercooler cools the compressed air from the turbocharger. And as you can see, GTI-R's intercooler is huge: 350 mm x 295 mm x 60 mm.

Cooler air occupies less space than warm air. More air means more oxygen for better combustion. And better combustion means more power. Lots more.

Newly designed air-channels within the intercooler direct airflow to the 4-valve throttle chamber smoothly. This chamber shortens the time air must travel between the intercooler and the intake manifold.

And soon thereafter, the cylinder. Where 4-valves, in sync with a sophisticated electronic port injection system enable the GTI-R to breath even easier. Of course, dual overhead camshafts are also involved in this high-revving operation.

With all this combustion pressure and resulting power output, things can get real hot. Located at the bottom of the cylinder block, oil jets bathe churning pistons with oil. Thereby, reducing surface friction - keeping temperatures down and power output up. Further cooling methods include sodium-filled exhaust valves.

It will come as little surprise that the GTI-R's power/weight ratio is 5.17 kg/PS - nearly double most high-performance automobiles.

A fact which will become quite evident when you put your foot down on the gas pedal. And fly.







## We'd like to identify a few unidentified flying objects.

We built the Limited-Edition GTI-R to fly. Therefore, we gave it proper landing gear. For instance, our Attessa full-time 4WD system.

Automotive enthusiasts understand the principles of 4WD quite clearly. However, Nissan's Attessa system differs from other systems in several notable ways.

Traditional 4WD systems only provide the best traction when combined with a limited slip differential (LSD). However, LSD is not conducive to tight cornering. Which in effect, takes a great deal of fun out of high-performance motoring.

This is where Attessa comes into play. By mating viscous couplings to the LSD, the limited slip function operates automatically only when it is needed. As such, the exact amount of torque required to each wheel is allocated milli-second by milli-second.

The result is a near-perfect balance between front and rear wheels under all driving circumstances. And here, we cannot overemphasize the word "all".

A performance-tuned chassis also provides extraordinary road-gripping abilities. You'll find: A front McPherson suspension system. Rear parallel link struts. Stabilizer bars. Firm damping. And anti-dive, anti-lift geometry configuration. GTI-R is, in a word, nimble.

Beefy 195/55VR-14 radials also enable this ballistic road machine to hug the ground during high-performance maneuvering. And when you really lean into a corner, shifting through the powerband is silky smooth and ultra-fast thanks to double cone synchronization on our 5-speed transmission.

Obviously, you think fast when you drive GTI-R. You stop fast, too. With large, front ventilated disc brakes. Resistance to heat is formidable. So brake fade is virtually nil.

In summary, GTI-R can handle most any road. And can take you where you want to go.

Even if that includes a relaxing, five-day safari in East Africa. Where the only road signs are sticks pointing toward sunrise.



# EVEN STANDING S





**TILL, IT'S MOVING.**









## High-performance instrumentation for easy take-offs and landings.

When you fly first class, you travel in style. Case in point: GTI-R's sport cockpit. Autobahn-minded enthusiasts, take note.

Settle into the form-fitting bucket seat. Grab the positive-grip, tilt steering wheel. Buckle up and get ready for lift-off. Now you're prepared for some serious high-performance driving. And one glance at the dashboard seconds the emotion.

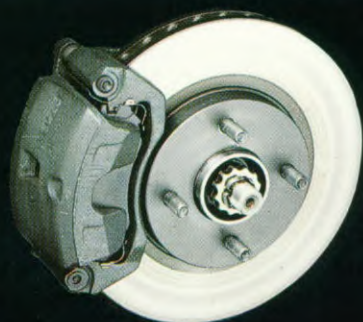
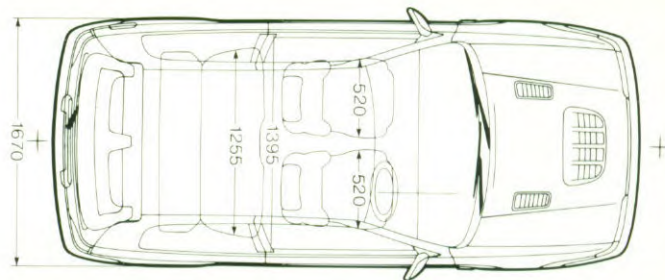
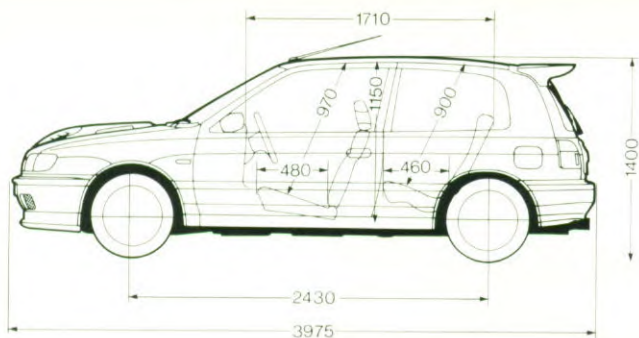
Its panoply of easy-to-read meters and gauges include: Turbo boost. Oil temperature. Oil pressure. Tachometer. This is no ordinary command center.

Switches and dials are ergonomically placed, too. They fall naturally to hand.

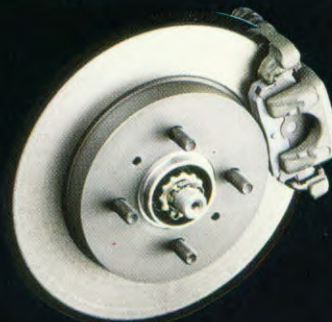
Long, cross-country trips are all the more enjoyable with split-fold down rear seats. You can fit everything from scuba diving gear and golf clubs to suitcases for those extended holidays in the mountains.

With somebody special.





*Front and rear disc brakes*





A serious driving machine for serious automotive enthusiasts.

#### Dimensions, weight & performance

Length/width/height	3975/1690/1410 mm
Wheelbase	2430 mm
Tread front/rear	1440/1415 mm
Curb weight kg	1495
Seating capacity	5
Minimum turning radius	5.2 m
Maximum speed	223 kph
Cd	0.39
Ground clearance	150 mm

#### Mechanical features

Engine model	SR20DET
Type	Turbocharged, in line 4 DOHC, 16 valves with intercooler
Displacement	1998 cc
Max power output	220/6400 PS/rpm
Max torque	27.2/4800 kgm/rpm
Bore & stroke	86 x 86 mm
Compression ratio	8.3
Control system	Electronic port injection
Transmission type	5-speed manual
Transmission	1st 3.285    2nd 1.850 3rd 1.272    4th 0.954 5th 0.740    Rev 3.266
Final drive gear ratio	4.125
Steering	Rack & Pinion, power assist with tilt
Suspension system	4-wheel independent with front MacPherson struts Parallel links with rear struts
4-Wheel drive system	With viscous coupling, center differential and viscous LSD
Brakes	Heavy-duty front ventilated disc brakes and rear disc brakes A 4-sensor, 2-channel electronic anti-lock braking system is available
Tires	195/55R14 82V radials
Wheels	14-inch aluminium 14 x 6JJ
Colors available	TJ1 Blue Grey Graphite Pearl KJ7 Marble White AJ4 Red KH3 Super Black



The real winner is you.



In designing a car, one could easily get carried away by technical considerations and overlook the most essential point of all - the customer.

At Nissan, we never overlook this all-important point. On the contrary, you are our main consideration when we design any of our cars. We are fully aware that technology is vital to any car's quality and performance, but our objective in designing our cars is not technology for its own sake. Our first and foremost aim is to satisfy your requirements.

For that reason our research and development facilities are spread across three continents. Thanks to these facilities, we can obtain firsthand information on current customer requirements and market trends and gain a deeper insight into your personal preferences.

Nissan is, in fact, the most globally active of Japan's automakers. In addition to our production plants in Japan, our present overseas assembly and manufacturing network comprises 24 facilities in 21 countries. Like our R&D facilities, this global production network enables us to respond to local requirements around the world more quickly and more efficiently.

A Nissan car is never just a cold piece of machinery. Down to such seemingly minor details as the shape of the door handles, you'll find that everything in a Nissan car has been designed to provide you with an ideal solution to your every requirement. And just as we design our cars on the basis of your requirements, so do we take a hard look at every finished product that rolls off our assembly lines from your point of view.

Naturally, as befits one of the world's leading automakers, we employ the most advanced technology at every stage of design and production. Both our R&D and manufacturing facilities incorporate state-of-the-art computer equipment. Likewise, our rigorous testing procedures are carried out with the most sophisticated equipment.

You could say that everything we do is geared to our customers' requirements. Our pan-European service network, for example, is structured solely for one purpose - to assure our European customers with optimum after-sales and maintenance services anywhere in Europe. And our new, standardised warranty gives the Nissan customer cover for three years or 100.000 km, whichever comes first.









