

# Nissan R390 GT1

New AW motor configuration  
Flat-6 motor

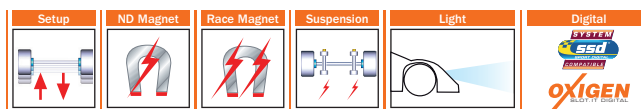
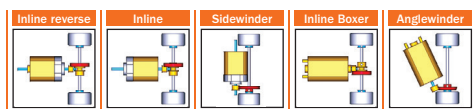


**Nissan R390 GT1**  
n. 30 24h Le Mans 1998

🏎️ J. Nielsen - F. Lagorce - M. Krumm

CA14c				
↔ 147mm	↓ 32mm	↔ 83mm	↔ 65mm	🔴 85gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
Flat-6 20.5K	11/28	17.3x8 1159C1	17.3x9.75 1167C1	1:32



Motor mount	○	○	○	○	● [1]	●	●	○	○	○	○
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- Standard
- Compatible
- ✗ Not Compatible

[1] box stock standard: offset 1 mm



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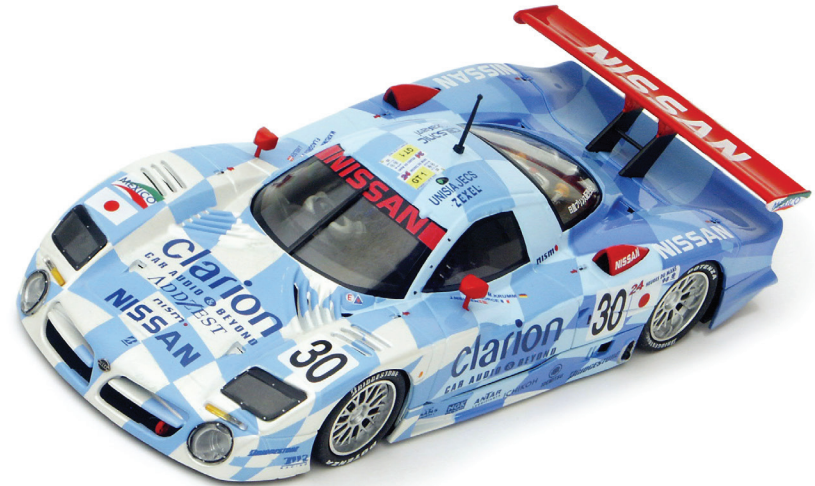
The Nissan R390 GT1 was a racing car built to compete in the Le Mans 24 Hours in 1997 and 1998; it was developed by Nismo and the Tom Walkinshaw Racing team.

The 1997 model was modified for the 1998 race to generate more downforce, thanks to a longer tail. All the four Nissan R390 GT1 finished the race, in 3rd, 5th, 6th, and 10th position.

Tony Southgate, the chief designer of R390, said once that this was not the fastest GT1, but rather the most reliable.

The car featured a carbon monocoque chassis. The braking system came with ABS.

As the Nissan was racing with a minimum weight of 1000 kilos, it could use an air restrictor with a diameter of 35 mm. The engine was a twin turbo V8, with a displacement of 3496 cc. The gearbox featured an X-Trac carter, with gears were produced by Nissan itself.



The leading driver of car number 30 was the Danish John Nielsen, former Le Mans winner in 1990; his team mates were the French Frank Lagorce and the German Michael Krumm, who was at that time a Nissan driver also in the Japanese GT Championship. Car number 30 finished 5th.

