



MERCEDES AMG GT R

CARACTERÍSTICAS

MÊS/ANO: 06/2017

KMS: 0

CILINDRADA (CC): 3982

POTÊNCIA (Cv): 585

COMBUSTÍVEL: GASOLINA

LUGARES: 2

COR EXTERIOR: AMG VERDE MAGNO

INTERIOR: COURO EXCLUSIVE / ALCANTARA / PRETO

EQUIPAMENTO EXTRA

TRAVÕES CARBOCERÂMICOS PERFURADOS

PINTURA VERDE MAGNO

ACABAMENTOS INTERIORES EM CARBONO

PACK AMG TRACK

JANTES AMG 5 RAIOS DUPLOS 19"/20" PRETO

INTERIORES COURO EXCLUSIVE E ALCANTARA

COSTURAS INTERIORES EM AMARELO

CINTOS SEGURANÇA EM AMARELO

COBERTURA DA BAGAGEIRA

EXTINTOR

COBERTURA VEICULO PARA INTERIOR

PREÇO:

SOB CONSULTA

Vehicle description

Its front-mid-engine 4-liter twin-turbo V8 up to 585 hp, courtesy of a maximum of 19.6 psi shoved through liquid-to-air intercoolers and into the hand-built, dry-sump engine's cylinders.

The power gets sent through a seven-speed dual-clutch transaxle mounted at the rear of the car, to a limited slip differential. A double-wishbone coil-over suspension with forged aluminium arms and AMG's Ride Control active damping does its best to keep things planted; it's aided by a nine-setting AMG traction control system derived from the AMG GT3 racer. Supplemental electric rear-wheel steering works with the fronts to increase manoeuvrability: Below 62 mph, the rear wheels can turn up to 1.5 degrees opposite the fronts to help guide the car around corners; from 62-198 mph the wheels turn in the same direction as the fronts, making passing easier.

The AMG GT-R gets active aero treatments, which in this case include grille shutters that can open and close in one second and a carbon-fiber underbody spoiler that extends just ahead of the engine, reducing front-axle lift by more than 80 lbs at 155+ mph. Last but most certainly not least, enormous 15.4-inch front and 14.2-inch rear drilled steel brakes are standard; if your house backs up to a racetrack, we suggest the optional 15.8-inch front/14.2-inch rear carbon ceramic brakes.

Forged aluminium rims -- 19-inch front and 20-inch rear, and an inch wider than the GT S in all four positions -- are wrapped with Michelin Pilot Sport Cup 2 tires. There's also more carbon fiber in the structure, including the torque tube and front fenders, shaving roughly 130 lbs off curb weight versus the stock AMG GT.

Yes, this is an ultra-high-performance special, the GT R gets a luxurious cockpit lined with leather and carbon fiber along with limited-adjustability track seats, along with a Track Package that includes a roll cage and four-point harnesses.

The AMG GT R is just stupid fun on a good course; it's capable of grasping corners with incredible balance belying its size, then unloading that twin-turbo V8 down the straights in a soundtrack borrowed from Can Am's glory days. Hot into the corners a firm left foot -- you don't have to stand on the binders, at least not with carbon ceramics followed by a pop or two from the exhaust as either you or the Speedshift DCT pick a gear, is all that's needed; just steer and those fat Michelins bring the GT R around like it's bolted to a cable at the apex.

Sure, it's fast, but also easy to drive fast. In a track scenario, the GT R offers multiple levels of stability control intervention. Even in Sport+, the car lets the tail slide out just a little to help the driver get a feel for what and where things are going to break loose. Once that's comfortable, Race mode allows nine different levels of traction control for the driver to toggle.

What about off the track? The GT R does have a Comfort setting on its mode controller, but you really don't want to use it unless you're cruising at high speeds on straight freeways. For twisty back roads, Sport and Sport+ deliver instant up- and downshifts from the seven-speed DCT, and the chassis is firm enough to keep you comfortable on all but the worst roads without displaying any nasty manners.

This is a street-legal race car, mind you, so wind, road and engine noise all conspire to keep conversation to a minimum. The AMG GT R is for pure driving fun for you and one passenger.