

NOBLE

DRIVING PASSION

NOBLE M400



NOBLE M400

With a power to weight ratio of 400bhp per tonne, the Noble M400 is by far the most powerful car in the M12 range, hitting 60mph from standstill in 3.5 seconds and 100mph in just 8.0 seconds. At the heart of the M400 is the same twin-turbocharged 3.0-litre V6 engine found in the standard M12, but thanks to high-lift camshafts, larger turbochargers and revised fuel injection, power has been increased by 21 per cent to 425bhp, while torque is up by 11 per cent to 390lb ft.

A unique engine map developed with leading engineers, Roush Technologies, makes full use of the mid- to top-end of the rev-range, allowing the Noble's engine to pull strongly up to its 7200rpm limiter. And since the M400 is as capable on the track as it is on the road, Noble has used forged pistons, an oil cooler, a larger baffled oil sump and extra cooling ducts to maintain its durability. An all-new gearshift, which moves through a quicker and more precise gait, makes committed driving on circuit or road a pleasure.

Power requires control, though, and Noble has incorporated even greater levels of precision into the existing M12's chassis. Highly sophisticated Dynamics race dampers and uprated springs have been developed for the M400 after extensive trials on a 4-post test rig, followed by evaluation on Germany's demanding Nurburgring race circuit. The units retain Noble's supple ride on the road, while offering improved composure and adjustability on the track. Complementing this set-up, the M400 wears grippier Pirelli P-Zero Corsa tyres and – for the first time on a Noble – a front anti-roll bar, bringing tighter control at high speeds.

Poise and agility have always been Noble trademarks, but the M400 raises the bar even higher. The standard Noble M12's kerbweight has been reduced 20kgs to 1060kgs by removing the air conditioning, which is standard in a majority of M12s sold. And to give drivers greater control in extreme track conditions, we've added another 0.8 turns of steering lock. As with all current Nobles, brakes are by ventilated 330mm diameter discs all round.

From the outside, there's no mistaking the M400 for a standard Noble. Anthracite-coloured wheels, rear wing supports and tips, door mirror-backs and side scoops are all standard, while 'M400' badging is applied to the wheel centres and rear body panel. M400 models come in Monza Red (solid), Portifino Blue, Diamond Black, Larch Silver, Azure Blue and Titanium colours.

In keeping with the M400's 'race-car meets road-car' theme, all models will be lined throughout in black Alcantara and fitted with all-new Sparco race seats and a four-point race harness. The seats are trimmed in black jacquard fabric and have an anti-slip cushion, as well as a removable backrest and under-thigh pads. Both seats have fore and aft adjustment and can be tilted forwards and backwards for maximum comfort. Since the M400 will be the choice of circuit drivers, Noble has moved both seats 15mm in towards the centre-line of the car for better weight distribution and to allow more headroom for drivers wearing helmets.

NOBLE M400 SPECIFICATIONS

| | | | | | |
|------------------|--|-------------|---|---------------------|--|
| ENGINE Layout | 6 cyls in a vee, twin turbocharged | STEERING | Rack and pinion, hydraulic power assistance. 2.5 turns lock to lock | STANDARD EQUIPMENT | Momo steering wheel Adjustable steering column Oil pressure/temp gauge Turbo-boost gauge Engine start button Four-point race harnesses Full Alcantara trim Sparco race seats Radio fitting kit |
| | | | | | |
| Capacity | 2968cc | WHEELS | One-piece, anthracite coloured ten-spoke | WARRANTY | One year/12,000 miles |
| Max power | 425bhp at 6500rpm | | | | |
| Max torque | 390lb ft at 5000rpm | TYRES | Pirelli P-Zero Corsa 225/40 x 18 (front) 265/35 x 18 (rear) | PRICE | £55,995 |
| Power to weight | 401bhp per tonne | | | | |
| Turbochargers | Garrett, max boost at 0.85 bar | BRAKES | Ventilated and cross-drilled 330mm x 30mm discs (front) 330mm x 26mm discs (rear) | OPTIONAL EXTRAS | |
| BODY | GRP composite with removable front and rear sections | | | | |
| CHASSIS | Steel spaceframe with bonded and riveted alloy panels. Full safety rollcage | PERFORMANCE | | Air conditioning | £1,995 |
| GEARBOX | Getrag-Ford 6-speed with Quaife automatic torque-biasing diff. | | | Metallic paint | £425 |
| SUSPENSION | Double wishbones front & rear with coil springs and alloy uprights. Dynamics race dampers. | 0-60mph | 3.5 seconds | Alarm/immobiliser | £375 |
| | | 0-100mph | 8.0 seconds | CD-tuner | £300 |
| | | 0-150mph | 23.1 seconds (est) | 10-disc autochanger | £300 |
| | | 100-0mph | 4.1 (est) | | |
| | | Max speed | 185mph (est) | | |

