

1993 CADILLAC ALLANTÉ

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NORTHSTAR 32 VAL

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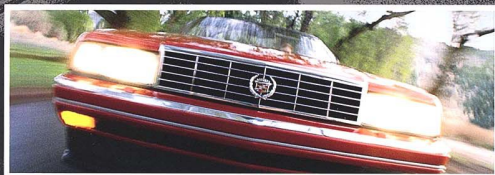


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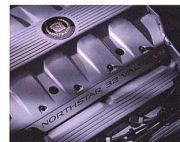


INSTINCTIVE TECHNOLOGY AND THE NORTHSTAR SYSTEM

The luxury roadster has always been a paradox, with the conflicting goals of refinement and response creating compromises in both.

Until America's luxury leader created the concept of instinctive technology by integrating all

From its powertrain calibrations to its suspension rates and tires, every 1993 Allanté is technologically identical to the Allanté chosen as the official pace car of The Indianapolis 500. Only United States Auto Club racing safety equipment has been added.



functional systems so thoroughly that they can sense and react automatically to changing driving conditions, with the speed and precision of instinct itself.

Until an exclusive 32-valve

THE NORTHSTAR SYSTEM
OF THE
CADILLAC ALLANTÉ
IS A SYNCHRONIZED
NETWORK OF
POWERTRAIN,
SUSPENSION,
TRACTION CONTROL
AND DRIVING SYSTEMS
THAT SENSE
AND REACT TO
CHANGING CONDITIONS,
OPTIMIZING DRIVER
CONTROL AND CONFIDENCE
IN ANY SITUATION.

The 295 hp, 4.6L DOHC 32-valve Northstar V8 set off a chain reaction of refinement that extends to every driving system.

V8 so powerful that it can maintain autobahn speeds effortlessly, yet is smooth and quiet

enough to seamlessly thread its way through city traffic.

Until a suspension achieving among the best dynamic performance of any front-wheel-drive car, combined with the ride and comfort expected of a luxury car.

Until a masterpiece of understatement handcrafted in the finest enamels and leathers by Europe's most respected coachbuilder, Pininfarina, was mated to a powertrain and chassis so boldly conceived that the car was



Tanned by a natural process, the aromatic leather seating areas are rendered garment soft. French seam stitching tailors the seats, storage armrest and doors.



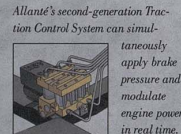
chosen as the Official Pace Car of the 76th Indianapolis 500.

This is the 1993 Allanté. After a thorough test drive, it could change the way you think about American engineering.

There's never been a luxury roadster like it.

Until now.

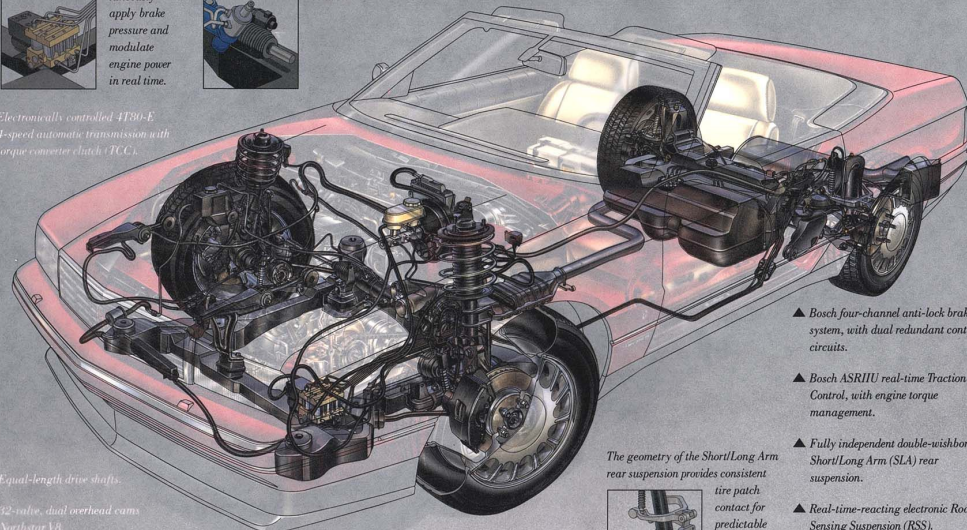
Dual Overhead Cam design allows intake and exhaust port location to maximize volumetric efficiency.



▲ Electronically controlled 4T30-E 4-speed automatic transmission with torque converter clutch (TCC).



▲ HDPE fuel tank with modular fuel sender.



▲ Equal-length drive shafts.

▲ 32-valve, dual overhead cam Northstar V8.

▲ 7-year/100,000-mile Allanté Assurance Plan (see page 22 for details).

At increased speeds, Speed-Sensitive Steering provides a firm sense of control.

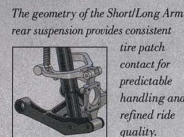
▲ Bosch four-channel anti-lock braking system, with dual redundant control circuits.

▲ Bosch ASRII real-time Traction Control, with engine torque management.

▲ Fully independent double-wishbone Short/Long Arm (SLA) rear suspension.

▲ Real-time-reacting electronic Road-Sensing Suspension (RSS).

▲ Goodyear P225/60ZR16 Eagle GA all-season tires.



The geometry of the Short/Long Arm rear suspension provides consistent tire patch contact for predictable handling and refined ride quality.

INSTINCTIVE TECHNOLOGY AND THE NORTHSTAR SYSTEM

▲ The luxury roller has always been a paradox, with the conflicting goals of refinement and response

creating compromises in both

Until America's luxury leader

created the concept of instinctive

technology

From the

suspension system

Allanté is born

to the Allanté's

pace car of The

Only United States

▲ Bosch 422R111 roof-rail flexion

Control, with engine torque

management

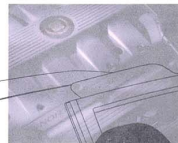
▲ 1.1, independent double wishbone

The geometry of the short-long arm

▲ Real-time electronic road

▲ Goodfellow P-222 (GORE) Eagle C4

all-season tire



The 295 hp, 4.6L DOHC 32-valve Northstar V8 set off a chain reaction of refinement that extends to every

▲ Until a suspension

maneuver of any front-wheel-drive

car, combined with a ride and

comfort engineered

Until

Official Race Car

the 76th Indianapolis 500

the 1993 Allanté

builder, Pirelli, to

should change the way you think

the car was about American engineering.

There's never been a luxury

roller like it.

Until now.

Dual Overhead Cam design allows

intake and exhaust port location to

maximize volumetric efficiency.

AND REACT TO

CHANGING CONDITIONS.

OPTIMIZING DRIVER

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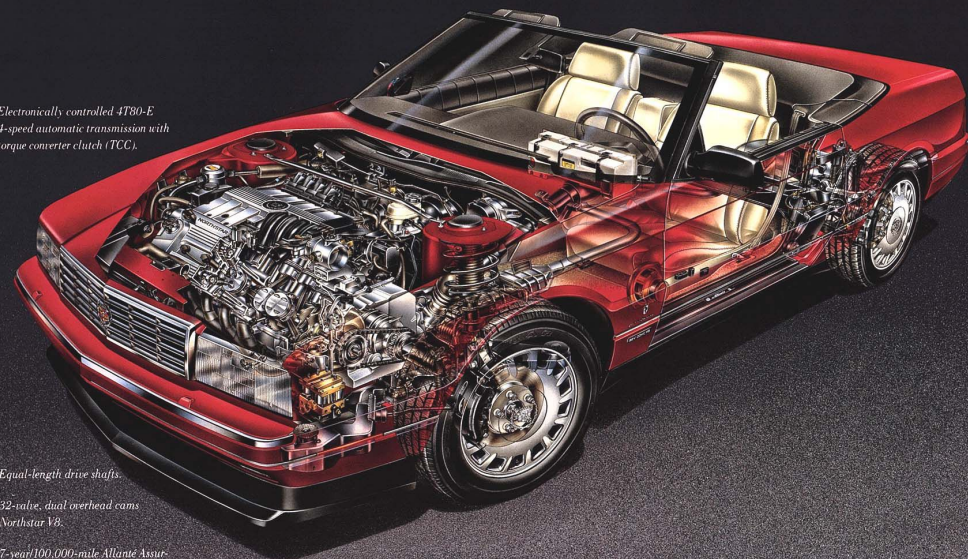
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▲ Electronically controlled 4T80-E 4-speed automatic transmission with torque converter clutch (TCC).

▲ Equal-length drive shafts.

▲ 32-valve, dual overhead cams Northstar V8.

▲ 7-year/100,000-mile Allanté Assurance Plan (see page 22 for details).



THE NORTHSTAR POWERTRAIN

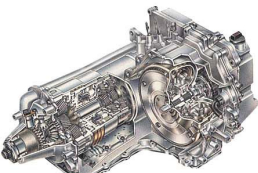


Those expecting the volcanic temperament of the typical high-performance engine will find the Northstar V8 a departure from the throaty expectations suggested by its exotic specifications. In fact, Northstar is the most refined

engine in Cadillac history.

At the curb, primary and secondary noise are so completely managed that an interlock switch is included to prevent an inadvertent starting attempt (after the engine has been running 20 seconds).

On the road, Northstar's 295 horsepower becomes an extension of your will. With over 85% of its peak torque of 290 lbs.-ft. available from 2000 rpm, overtaking slower traffic is accomplished in little more than the time required to consider it.



Bands and clutches within the 4T80-E automatic are applied and released progressively, rather than simultaneously, for enhanced shift smoothness.

One would expect nothing less from a multi-valve engine conceived as much from the principles of Indy Car engineering as the legacy of refined V8 power that Cadillac pioneered. Not only

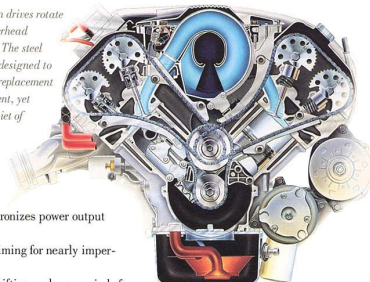
is its die-cast, two-piece cylinder block light, it is extremely rigid to reduce vibration.

The engine required a transmission of equal caliber—the new 4T80-E four-speed automatic.

The 128K powertrain control module that manages the engine

The transmission's unique binary pump system uses both pumps during periods of heavy demand but only the smaller pump during highway cruising. Result: reduced engine load. Also reducing load is the torque converter clutch, which is elec-

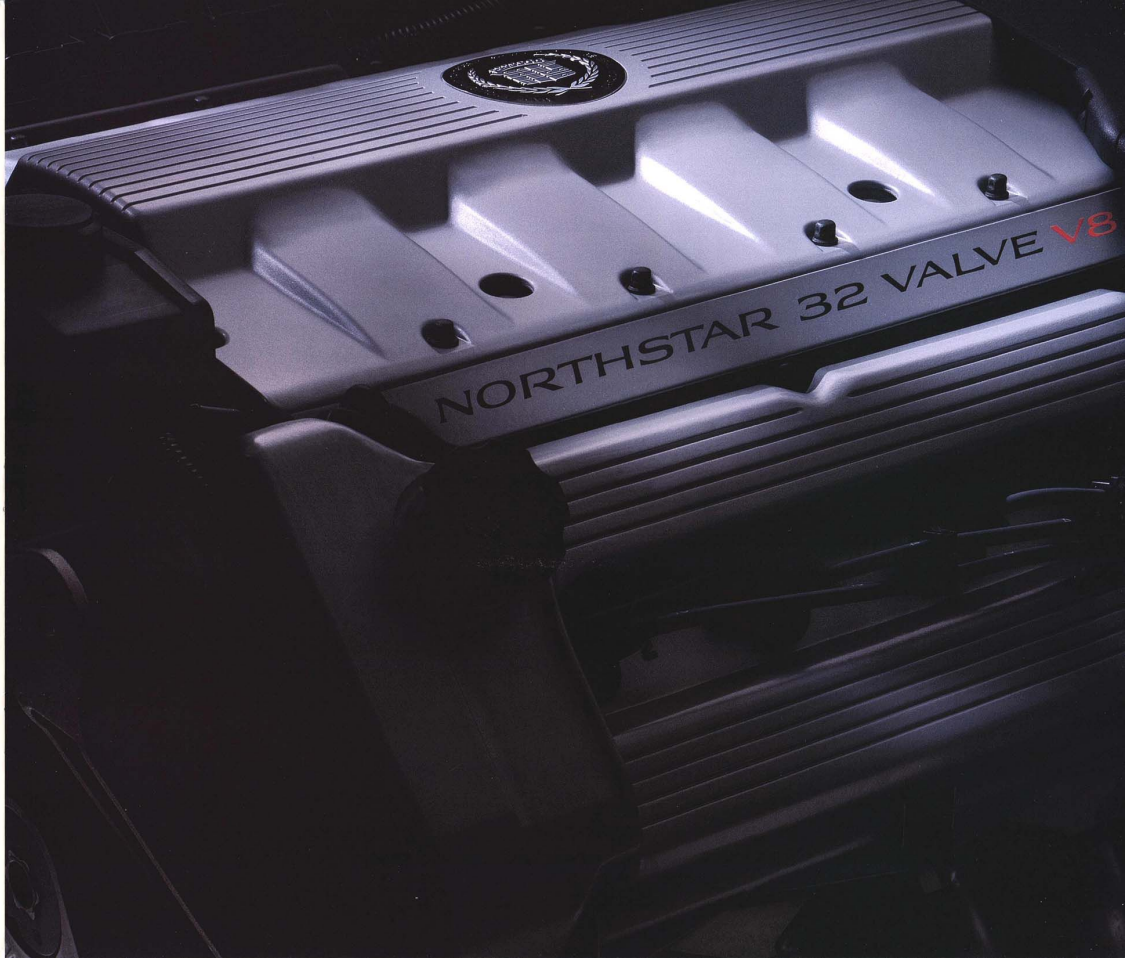
Three chain drives rotate the four overhead camshafts. The steel chains are designed to never need replacement or adjustment, yet rival the quiet of belt-driven systems.



also synchronizes power output and shift timing for nearly imperceptible shifting under a myriad of environmental conditions including altitude and temperature.

tronically controlled for near seamless engagement.

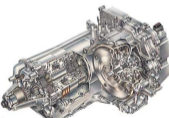
THE ALLANTE'S INSTINCTIVE TECHNOLOGY HELPS PROVIDE REFINEMENT AND COMFORT WITHOUT COMPROMISING PERFORMANCE. THE POWERTRAIN'S ADAPTIVE CONTROL SYSTEM AUTOMATICALLY OPTIMIZES THE TRANSMISSION SHIFT SCHEDULE FOR SPEED AND RELATIVE ACCELERATION. THE RESULT IS SMOOTH, EFFORTLESS ACCELERATION, WHETHER IN STOP-AND-GO OR PERFORMANCE DRIVING.



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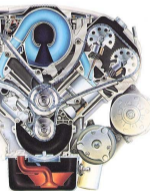
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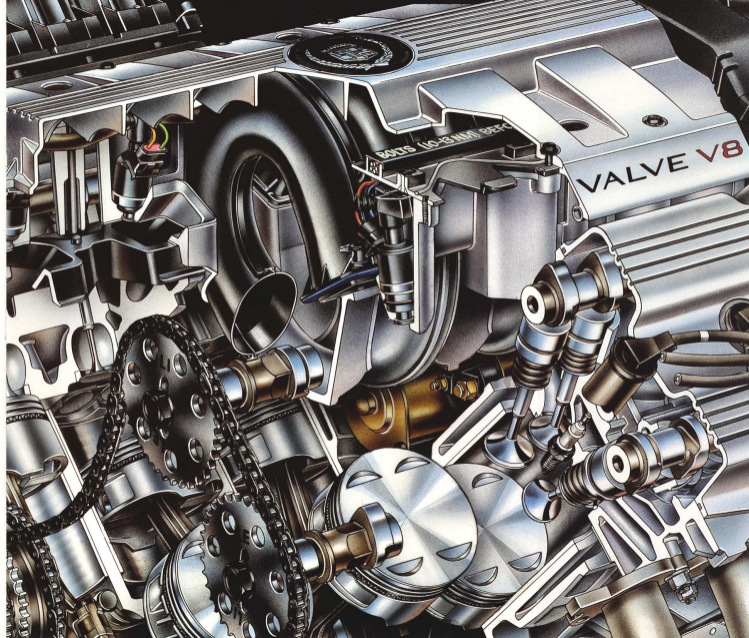
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tronically controlled for near seamless engagement.



QUALITY, RELIABILITY AND DURABILITY

The Northstar V8 powertrain instinctively combines maximum performance with minimum intrusion in its daily operation.

For example, drive sprockets for the valve-train timing chains have a specially pitched quiet-tooth design, while the chains themselves are tuned to be slightly out of phase, to minimize secondary accessory drive noise.

The discipline of Northstar's

The Northstar V8 requires its first tune-up at 100,000 miles, except for normal fluid and filter replacement.



The longevity of stainless steel is incorporated into the exhaust system, including the polished dual tailpipes.

engineering is expressed in its simplicity and ease of service. Gaskets within the engine form only four external "T" junctions, minimizing potential oil-leak paths. The water pump eschews traditional fasteners for simple cam-locks, literally making replacement a "snap."

In addition, the starter is nestled warm and dry inside the engine valley under the Fluid Induction System (FIS), away from damaging environmental conditions. The entire FIS is secured by only

THE PATENTED ENGINE CONTROL SYSTEM CAN COMPENSATE FOR THE TOTAL LOSS OF COOLANT, BY SELECTING A FIRING ORDER THAT ACTIVATES NON-ADJACENT CYLINDERS AND ENRICHES THE FUEL MIXTURE TO LOWER COMBUSTION TEMPERATURES. THIS ALLOWS THE ENGINE TO PROCEED AT REDUCED SPEED TO EITHER AN AUTHORIZED SERVICE OUTLET, OR TO THE NEAREST PHONE TO SUMMON CADILLAC ROADSIDE SERVICE.

four bolts, which reduces service time, should it ever be necessary.

The racing-inspired direct ignition system delivers its impulses so reliably that it will generate over one billion sparks in its lifetime.

In fact, with its dual platinum-tipped spark plugs, the Northstar V8 will require its first scheduled tune-up at 100,000 miles, except

Advanced design concepts and precision components allow response over a broad rpm range.



for normal fluid and filter replacement.

Ultimately, enthusiasts will judge the Northstar V8 not on its

Hydraulic chain tensioners have spring-loaded mechanical anti-backlash ratchets for quiet starting. Each chain has a dedicated tensioner, prolonging chain life.



specifications, but by its deeds.

And they will discover what a select few already know.

There's never been a powertrain system like it.

Until now.

HANDLING DYNAMICS

The sophisticated suspension and steering of the Northstar System help the Cadillac Allanté achieve among the highest levels of dynamic performance in its class.



The Short/Long Arm (SLA) rear suspension minimizes rear-wheel camber change for maximum tire contact in aggressive cornering.

The Short/Long Arm (SLA) independent rear suspension maintains ideal rear-wheel geometry under virtually all driving conditions. Mounted on a rubber-isolated sub-frame, SLA optimizes the handling, ride and stability characteristics for high-speed touring, while providing a smooth, quiet ride

during normal driving.

However, the true breakthrough is Cadillac's exclusive Road-Sensing Suspension (RSS). Incorporating four accelerometers and four position sensors, RSS reads the contours of the road every millisecond by measuring

wheel position and body motion. From these measurements, and data provided by an interface with the Powertrain Control Module, the computer calculates and selects either a soft or firm mode for each wheel independently in the span of 10-15 milliseconds.



The road simulator demonstrates how the Road-Sensing Suspension isolates the Allanté from major road disturbances. Road-Sensing Suspension actually reads the road one inch at a time at 60 mph and adjusts each wheel accordingly.

With this real-time suspension, the Allanté seems to smooth bumps. The system transparently transitions between "soft" and

"firm" as often as necessary for each road input, to manage body and wheel oscillation.

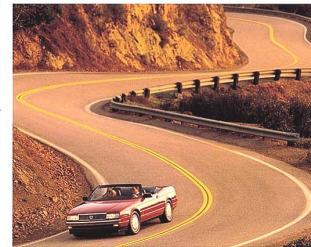
The 1993 Allanté remains stable and flatter during spirited cornering, acceleration and brak-

ing as RSS continually adapts to the driving event and speed.

When more control is needed during low-speed driving (a road with swells, for instance), RSS neutralizes body motions. Yet it can also smooth the ride at elevated speeds for more relaxed touring and maximum comfort.

The computer-controlled system of RSS also manages the new power rack-and-pinion Speed-Sensitive Steering (SSS) system. It delivers light steering effort at low

Bushings of the Short/Long Arm rear suspension deflect in response to lateral acceleration to steer the rear wheels to the inside of the turn.



speeds for maneuvers such as parking, and progressively higher effort at increased speeds to provide the driver with a firm sense of control and stability.



The front air dam of the 1993 Allanté manages airflow under the car, and aids stability at higher speeds typical of international driving conditions.

THE PREDICTABILITY
OF THE
FULLY INDEPENDENT
ROAD-SENSING
SUSPENSION
CREATES A FEELING
OF DYNAMIC
CONTROL,
A CONFIDENCE LEVEL
THAT THE
CADILLAC ALLANTÉ
WILL DO WHAT
YOU EXPECT IN
CHANGING DRIVING
SITUATIONS.



Allanté transcends the seasons. The same instinctive technology of the Northstar System that expands the comfort and top-down capability of Allanté in fair weather makes it equally adept in unpleasant conditions.

Enhancing the tenacious traction of front-wheel drive is Traction Control, which Allanté helped

With ASR/HU Traction Control and front-wheel drive, Allanté can apply its power in situations that would send other high-performance machines running for their car covers.

REAL-TIME TRACTION CONTROL • Z-RATED ALL-SEASON TIRES • SOFT TOP WITH REAR AND SIDE GLASS WINDOWS

ALL-WEATHER CAPABILITY

pioneer internationally.

This second-generation Traction Control system operates with "real time" engine control.

Every 10 milliseconds, the Anti-Lock Brake System monitors

wheel speed and makes the brake and engine torque changes required to control wheel slip during acceleration. Brakes can be applied simultaneously while up to five cylinders are

tires to carry a Z-rating for 155 mph closed-track speed potential. The recommended 30 psi tire pressure is for any speed driving.

In response to changing weather conditions, Allanté's soft

top can be manually raised or lowered in approximately 10 seconds. Its unique design aids foul-weather visibility by incorporating glass rear and side windows with an electric rear-window defogger, features that are also included with an optional hardtop.

Outside fold-away rearview mirrors are heated and positioned forward for a wide field of view.

Drive Allanté for yourself and discover the confidence and control this luxury roadster inspires, rain or shine. There's never been a luxury roadster whose enjoyment and utility were so independent of the calendar.

Until now.

The composite halogen headlamps have integral fog lamps to aid foul-weather visibility.



Allanté's outside mirrors have been repositioned for greater visibility and less wind noise. With the top down, normal conversation levels are possible at highway speeds.

Mounted on 16" cast aluminum alloy wheels, Allanté's Z-rated Goodyear Eagle GA tires are also rated for all-season performance.

disengaged to reduce power.

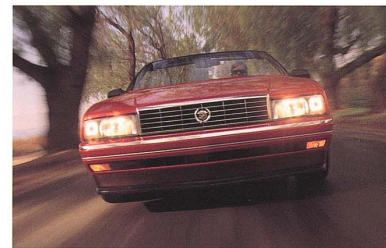
Thus, traction is maintained and control is reasserted.

The P225/60ZR16 Goodyear

Eagle GAs are among the first all-season



SUREFOOTEDNESS IS A PRECIOUS COMMODITY ON MANY GRAND TOURING ROADS, ESPECIALLY THOSE FOUND IN EUROPE OR IN THE MOUNTAIN AREAS OF NORTH AMERICA. TO NEGOTIATE THESE ROADS, THE NORTHSTAR SYSTEM PLACES A PREMIUM ON MAINTAINING CONTROL.







INTERIOR SOPHISTICATION



The driver-focused environment of the Cadillac Allanté begins with bucket seats tailored to your dimensions.

Designed with orthopedic medical researchers, they provide long-distance comfort and support even during spirited driving.

Tanned by a natural process, the aromatic leather seating areas

The openness and order of Allanté reward the intellect as well as the senses.

Backlit analog instrumentation is standard. Gauges display data from high-accuracy electronic measurements.

are rendered garment soft yet are instilled with longevity against both abrasion and ultraviolet exposure.

French seam stitching tailors the seats, doors and storage armrest. This convenient armrest includes a dual cupholder and storage for your favorite compact discs and cassettes.

Mounted in the floor console,

THE CADILLAC ALLANTÉ
ELIMINATES THE
COMPROMISES IN
ROOMINESS AND
VERSATILITY THAT HAVE
BEEN CHARACTERISTIC OF
LUXURY ROADSTERS. THE
UNRESTRICTED
SPACIOUSNESS AFFORDED
DRIVER AND PASSENGER
RIVALS THE FRONT SEAT OF
A LUXURY SEDAN. THE
LUGGAGE COMPARTMENT CAN
EVEN ACCOMMODATE GOLF
CLUBS OR SKIS.

the leather-wrapped gear shift selector falls naturally into your hand, offset at a 20° angle.

This affinity between driver and machine is furthered by the four-way power lumbar controls,

which allow individually tailored back support.

Within the cockpit, classic white-on-black analog needle gauges display vital performance data at a glance.

Optional liquid crystal display instrumentation has been specially

Digital instrumentation, featuring liquid crystal displays, is available on the Allanté.

tain a driver information center that displays reminders to change oil or transmission fluid along with other systems data.

Allanté brings the expansiveness of the outside world into the cockpit. The openness of the interior mirrors the essence of top-down motoring.

But words and pictures can



enhanced for legibility with the top down on sunny days.

Both instrument panels con-

only hint at the unique driving experience that awaits you behind the wheel of the 1993 Cadillac Allanté.

INTERIOR SOPHISTICATION

A car of such vision requires an interior environment designed to permit full utilization of its substantial performance capabilities.

Allanté fulfills this requirement, matching advanced ergonomic principles with painstaking hand craftsmanship.

The seats are orthopedically



Move the "metaphoric" seat controls any of eight ways and the seat moves in tandem.

designed to enhance circulation in the legs and effectively reduce driving fatigue. Their contours parallel the human spine. Side bolsters provide firm lateral support

Eight power seat and four power lumbar adjustments ensure a proper driving position and support for individuals of virtually any stature. A memory feature adjusts to your favorite driving position.



to hold driver and passenger snugly in place while the soft center cushion comfortably surrounds a person of virtually any size or stature.

Dual-rate springs simultaneously provide cushioned support and allow driver and passenger to move with ride motions rather than against them.

Metaphoric seat controls,

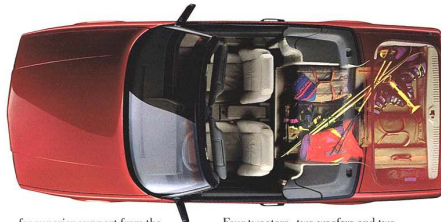
which replicate the position of the seat, facilitate the eight-way power adjustment.

Cadillac's exclusive four-way lumbar system allows further tailoring to individual preferences.



Two high-frequency speakers, mounted on the side mirror interior panels, "lift" the sound image for realistic, orchestrated sound.

Lumbar can be adjusted fore and aft, as well as up and down,



for superior support from the shoulders downward.

The driver's seat has a programmable memory with two

preferred seating positions, and includes a convenient "exit" feature and audible tone confirmation.

The Premium Symphony Sound System with eight speakers creates "sweet spots" at both bucket seats.

The luggage compartment with its pass-through design has the most spacious storage capacity of any roadster—16.3 cubic feet.

Four tweeters, two woofers and two mid-range speakers produce "imaging" so lifelike that driver and passenger can sonically

"place" the musical instruments in their proper relative positions.

The system includes AM stereo/FM stereo and both compact disc and cassette players.

The human benefits of all these amenities and refinements will come into focus during your thorough test drive of the Cadillac Allanté.

The electronic climate control has special up, down and normal settings that allow you to stretch the seasons by directing warm air up with the top down in cold, sunny weather.



1993 ALLANTÉ SPECIFICATIONS

1993 ALLANTÉ SELECTED STANDARD FEATURES

MODEL Allanté Convertible.

CADILLAC-EXCLUSIVE TOTAL OWNERSHIP PRIORITY SERVICES*

Allanté Assurance Plan.
Allanté Hotline:
1-800-ALLANTÉ.
Cadillac Consumer Relations Center.
Cold Key Delivery System.
Cadillac Roadside Service.
*Please see p. 22.

COMFORT/CONVENIENCE

Climate control, electronic, with outside temperature display and top-down setting

Visors, padded dual sun

SEATING/INTERIOR

Armrest, center—with French stitching; includes storage compartment for cassette tapes and CDs, plus dual cupholders

Armrests, door—leather with French stitching and pull handle

Console—includes coin holder; release buttons for fuel filler door and luggage compartment; leather-wrapped shift selector

Floor mats, carpeted

Instrumentation, analog cluster—with 7,000 rpm tachometer

Memory seat, driver—two-position plus "text"; audible feedback settings

Mirror, inside rearview, Electrochromic—variable automatic dimming (full reflectance in reverse). Includes two map lights



Precise, electronically controlled instrumentation. Above, standard analog. Below, optional digital.

Seats, driver/passenger—new orthopedic design; exclusive Nuance leather seating areas. 12-way power control; metaphoric eight-way seat adjusters with recliners plus exclusive four-way lumbar adjusters; new design seatback pockets

Steering, Tilt-Wheel—adjustable with comfort hand-grips and leather-trimmed rim

MUSIC SYSTEM

Antenna, power

Delco Electronics Premium Symphony Sound: AM stereo** (with AMAX, enhancements for wider frequency response)/FM stereo radio with both compact disc and Dolby_a auto-reverse cassette tape players; "off-axial" eight-speaker system for a higher sound stage,

greater sound pressure, increased clarity

**Broadcasts C-Quam, stereo broadcasts in C-Quam, but some do not. Check with your local stations for compatibility in your area.

CONTROLS/INSTRUMENTATION

Clock and calendar, digital display

Computer diagnostics

Convertible top, power latching

Cruise control

Defogger, electric rear-window

Defogger, front side windows

Driver information center

Illuminated entry system

Indicators—low brake fluid, coolant, engine oil, fuel and windshield washer fluid levels

Luggage compartment lid release and pull-down—power

Mirrors, outside rearview (folding), blue glass—power, heated Twilight Sentinel_®

Washers, headlamp with independent control—power

Windows, express-down, driver and passenger—power

Windshield wiper system, high-performance controlled-cycle—with wet-arm design washer

APPEARANCE/PROTECTION

Air dam, front with lip spoiler

Badges—"32V Northstar"

Body panels, side—two-side galvanized steel; aluminum hood and deck lid; available hardtop

Brake/transmission shift interlock (apply brake to shift)

Bumper fascia, aerodynamic front

Doors, with one-piece door glass

Central door unlocking from doors and luggage compartment lock

Safety belts, manual lap/shoulder; cinching passenger safety belt holds child seat

Stop lamp, center high-mounted

Supplemental Inflatable Restraint System (airbag) in steering wheel hub

Theft-deterrent systems, PASS

Key_a II and audible alarm

POWERTRAIN/CHASSIS

4.6 liter DOHC V8, Northstar

Alternator, 144-ampere

Anti-lock brake system, four channel

Battery—Delco Freedom_® III Drive axles, equal-length—help control torque steer

Every 1993 Allanté is technologically identical to the Allanté chosen as the official pace car of the Indy 500. Only USAC racing safety equipment has been added.



Radio, tapes and CDs all sound outstanding through new off-axial speaker system.

Engine coolant computer-managed protection—allows engine operation to nearest service facility if PCM detects overheating

Engine mounts, hydromount—help reduce vibration and control torque steer

Exhaust system, stainless steel—from manifolds back; dual polished stainless-steel tailpipe extensions

Front-wheel drive

Fuel tank, high-strength polyethylene

Oil life indicator



A dual cupholder offers extra convenience, and may be concealed in the center armrest.

Parking brake release, single-stroke apply

Road-Sensing Suspension

Short/Long Arm rear suspension

Spare tire, compact

Spark plugs, dual platinum-tipped for 100,000-mile service intervals

Steering, Speed-Sensitive—Cadillac-exclusive

Traction Control, real-time

Transmission, 4T80-E—unique electronically controlled, binary pump four-speed automatic, with pulse-width-modulated torque converter clutch

AVAILABLE FEATURES AT NO EXTRA COST

License plate mounting provisions—front

Convertible top color—maroon

AVAILABLE FEATURES AT EXTRA COST

Digital instrumentation

Hardtop, removable

SPECIFICATIONS

Engine	Northstar 4.6 liter high-output V8
Power	295 bhp @ 6000 rpm
Torque	290 lbs.-ft. @ 4400 rpm
Construction	Aluminum alloy block with cast iron cylinder liners; high-strength lower crankcase assembly with four bolts per main bearing
Cylinder heads	Modular-design aluminum alloy
Induction	Patented, eight thermoplastic converging area tuning inlet tubes
Fuel system	Sequential port fuel injection
Camshafts	Four overhead; two per cylinder head
Camshaft drive	Unique, staged speed-reduction chains, self-adjusting for 100,000-mile durability
Valves	Four per cylinder with direct-acting hydraulic valve lifters
Ignition	Four coils triggered by crankshaft-mounted reluctor wheel passing two magnetic sensors
Starter	Magna-quench _® magnet design mounted internally in engine "V"
Accessory drive	Single self-adjusting serpentine belt for 100,000-mile durability
Recommended fuel/tank capacity	Premium unleaded/23 gallons
Transmission	Unique 4T80-E binary pump four-speed automatic with electronic shift control, overdrive and pulse-width-modulated torque converter clutch
Final drive ratio	3.71:1
Traction Control	Bosch ASRII
Suspension	Electronic Road-Sensing Suspension, fully independent; Short/Long-Arm rear design with unique bushing configuration; MacPherson strut front; front/rear stabilizer bars
Steering	Electronically controlled Speed-Sensitive, power assisted rack and pinion; 15.6:1 ratio
Brakes	Bosch II anti-lock four channel; power four-wheel disc
Wheels	16" x 7" cast aluminum alloy
Tires	Goodyear Eagle GA all-season Z-rated P225/60ZR16 steel-belted blackwall radials



Precision die-cast alloy wheel and Goodyear Eagle GA all-season, Z-rated P225/60ZR16 tire.



Top: Open-car aerodynamics turn the wind into a whisper. Center: Soft-top has heated glass rear window and glass side windows. Bottom: Optional aluminum hardtop weighs only 60.5 lbs.

DIMENSIONS

Exterior

Wheelbase..... 2525mm/99.4"
Length..... 4539mm/178.7"
Width..... 1865mm/73.4"
Height..... 1308mm/51.5"
Tread, F/R..... 1533mm/60.4"

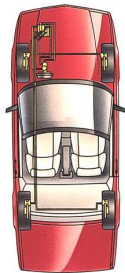
Interior

Headroom..... 964mm/38.0"

Specifications as of 3-92

Legroom..... 1098mm/43.2"
Hip room..... 1384mm/54.5"
Shoulder room..... 1470mm/57.9"
Seating capacity..... 2
Curb weight. 1708.2kg/3765.9lbs
Luggage capacity..... 461.6 liters/16.3 cu. ft. (includes 3 cu.-ft. "pass-through" compartment)

INSTINCTIVE SAFETY



The sensing mechanisms, computer and related wiring that manage the anti-lock braking system also manage the Traction Control system. Benefit: reduced complexity, increased reliability.

The Allanté's adaptive handling dynamics and reassuring power reserves empower the driver to participate in the safe operation of the automobile. At the same time, an interlocking series of passive safety systems are programmed to protect faster than the eye can blink.

The four-channel anti-lock brakes help defuse panic braking. As they modulate the brake pressure at each wheel up to 15 times

per second, the driver maintains the ability to steer while stopping. The large rotors help dissipate heat for fade-resistant performance.

During an evasive lane-change maneuver, the real-time reflexes and body-roll-damping of the Road-Sensing Suspension help the driver maintain vehicle stability under pressure. At high speeds, the Speed-Sensitive Steering helps provide vehicle control.

When the driver encounters inclement, compromising road surfaces, the Traction Control System helps prevent wheel spin within 300 milliseconds. In addition, the defensive mechanisms of the Allanté include

an equally thorough commitment to passive safety systems. The reassuring solidity you sense as you close the door hints at

The "dual-mode" cinching lap belt allows the passenger lap/shoulder belt to securely restrain a child seat.



the structural integrity of the safety cage surrounding the passenger compartment. The mini-wedge door latch/striker system strengthens the interlock between door and body. This structural integrity enables the 1993 Allanté

to pass the federal side-impact standards that are not required of all automobiles until the 1997 model year. Inside, the rounded contours of the instrument panel and its controls meet stringent European safety standards.

Validation of the driver's-side Supplemental Inflatable Restraint (airbag) exceeds federal requirements. Lifelike stand-ins representing the 5th, 50th, and 95th percentile are tested.

Although not a government

mandate, the superior conductivity and corrosion-resistance of gold has always been used at all contact points of the airbag sensors. Back-up battery power adds another layer of reliability. Allanté also has a PASS Key II theft-deterrent system that helps prevent unauthorized starting of the engine.

Allanté's Electrochromic mirror senses glare, and automatically dims to prevent distracting reflections. A rear-facing light sensor is positioned to prevent overhead lighting from influencing the mirror operation in open-car driving.



Together with the three-point safety belt system, the Allanté airbag provides state-of-the-art occupant protection.

ACCIDENT AVOIDANCE

Side marker lamps and reflectors. Parking lamps. Four-way hazard warning flashers. Back-up lamps. Center high-mounted stop lamp. Directional signal control with lane-change feature (turn signal lamp). Windshield defroster, wiper and multi-speed wipers. Inside automatic day/night rearview mirror. Outside left and right rearview mirrors. Brake system with dual master cylinder

and warning light. Starter safety switch. Dual-action hood latch. Low-glare finish on inside windshield moldings, wiper arms and blades. Illuminated windshield wiper and washer controls. Tires with built-in tread wear indicators. Safety road wheel rim. Pressure-relief fuel cap. Anti-lock brakes. Audible brake lining wear indicators. Brake/transmission shift interlock.

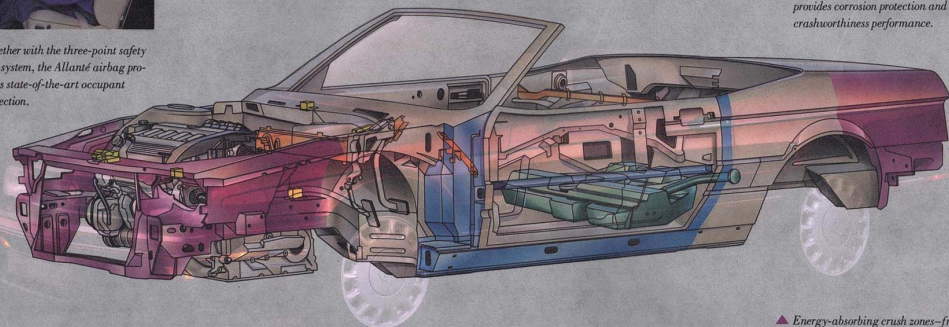
OCCUPANT PROTECTION

Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and passenger both including visual and audible warning system. Energy-absorbing steering column. Energy-absorbing instrument panel. Energy-absorbing seatback tops, front. Interlocking door latches. Laminated windshield glass with urethane bonding. Side-guard door beams. Passenger-guard inside door lock handles.

Folding front seatback locks, inertia type. Safety armrests. Head restraints, driver and passenger, adjustable. Breakaway inside rearview mirror. Security door lock and door retention components. Tempered glass, side and rear windows. Front and rear crush zones. Pressure-lock radiator cap. Dual sun visors.

▲ Airbag sensors, with gold contacts, improve reliability. Diagnostic Energy Reserve Module monitors readiness of the airbag and serves as a back-up battery.

▲ High-density polyethylene fuel tank provides corrosion protection and crashworthiness performance.



▲ Energy-absorbing crush zones—front and rear—sacrifice themselves in a collision.

▲ Safety cage surrounds passenger compartment (with hardtop in place).

▲ Side vehicle structure enables the 1993 Allanté to pass the federal side-impact standards of 1997 model year.


▲ Cross car beams add structural integrity.



an interlocking series of passive

During an evasive lane change maneuver, the real-time release of the vehicle's roll damping and body-roll damping is controlled by the Road-Sensing Suspension. The driver can also engage the system under pressure. At high speeds, the Road-Sensitive Steering helps provide vehicle control.

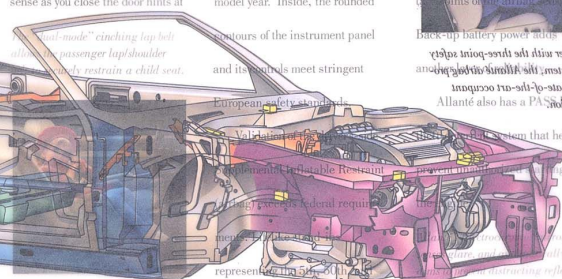
When the driver encounters inclement, compromising road surfaces, the Traction Control System helps prevent wheel slip by adjusting engine power and applying the brakes to individual wheels. Within 300 milliseconds, the system can detect and respond to wheel slip. In addition, the system can detect and respond to wheel lock-up. The Traction Control System is a key component of the Allanté's safety mechanisms. The Allanté includes



the structural integrity of the safety cage surrounding the passenger compartment. The structure is made of steel and is designed to protect the passengers in the event of a crash. The structure is made of steel and is designed to protect the passengers in the event of a crash.

Verification of the data used to supplement inflatable restraint testing to satisfy a federal requirement for child seats is required for all child seats representing the 5th to 95th percentile range of children. Seats for children in the 5th to 95th percentile are tested.

Although not a government



CRAFTSMANSHIP/OWNERSHIP

The Allanté was commissioned by Cadillac and designed by Pininfarina, master designer of the Ferrari Testarossa.



On-the-spot assistance from more participating dealers than any other roadside service program.

Its coachwork is crafted from premium two-side galvanized

German steel and Swiss aluminum in the Turin facilities of Pininfarina, where seven coats of premium enamels are applied.

Then, the Allanté Airbridge—a fleet of specially equipped 747s—transports the cars to the United States for final assembly.

Here, at Cadillac's advanced manufacturing facility, the Northstar V8, Road-Sensing Suspension and other performance systems are mated to the hand-finished body.

This international alliance has produced a luxury sports roadster whose quality is backed by the Allanté Assurance Plan.

It covers every component for *The coachwork of the Allanté is hand-crafted in the Turin facilities of Europe's most respected coach-builder, Pininfarina.*



4 years/50,000 miles. The Northstar V8, transmission, Road-Sensing Suspension and other major assemblies are backed for 7 years/100,000 miles. There is no deductible.*

The body of the Allanté is warranted for rust-through protection for 7 years/100,000 miles as well.**

Your authorized Cadillac dealer provides you with courtesy transportation during covered repairs.

Cadillac Roadside Service[®] safeguards your peace of mind 24 hours a day, 365 days a year. A factory-trained service advisor is a

toll-free phone call away around the clock. And, if necessary, a Cadillac technician comes to your aid.

Free emergency road service and trip-interruption protection are also included for 12 months/12,000 miles.

Whether you have a flat tire, are locked out, or simply run out of fuel, you can receive assistance at no charge.

A trip-interruption allowance will reimburse you for hotel, food, even alternative transportation expense necessitated by a covered repair. For 4 years/50,000 miles, trip routing is complimentary.

IMPORTANT WORDS ABOUT THIS CATALOG We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Cadillac dealer for complete details.

ENGINES Allantés are equipped with engines produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

ASSEMBLY The Cadillac Allanté is assembled by different

operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Allanté incorporates thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Allantés with different or differently sourced components than originally scheduled. All such components have been approved for use in Allanté and will provide the quality performance associated with the Cadillac name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or if there are changes, that they are acceptable to you.

UPDATED SERVICE INFORMATION Cadillac regularly sends its dealers useful service bulletins about Cadillac products. Cadillac mini-tours product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-555-4123.

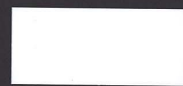
FINANCING OR LEASING, IT'S AS EASY AS GMAC Financing is done right in the showroom. Terms are tailored to suit your personal needs. You can choose your monthly payment date.

*WARRANTY The Cadillac Allanté is backed by the Allanté

Assurance Plan—4-year/50,000-mile bumper-to-bumper limited warranty covers repairs for any new Allanté, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. The complete vehicle will be covered for 4 years or 50,000 miles, whichever comes first (except tires, which are covered by their manufacturer, adjustments, normal maintenance items and battery, which is covered by its own 4-year/50,000-mile limited warranty). Plus free towing and a portfolio of other services, and 7 years/100,000 miles on powertrain, major assembly components and rust-through protection. There is no deductible on any Cadillac warranty. See your Cadillac dealer for terms of these limited warranties.

**CORROSION PROTECTION Allantés are designed and built to resist corrosion. All body sheet-metal components are warranted against rust-through corrosion for 7 years/100,000 miles. There is no deductible for rust-through repairs. Application of additional rust-inhibiting materials is not required under the corrosion coverage and none is recommended. CADILLAC, the CADILLAC emblem, ALLANTÉ, NORTHSTAR, THUNDERBOLT, SEVILLE, FLEETWOOD, CADILLAC ROADSIDE SERVICE and the GM emblem are registered trademarks of the General Motors Corporation. TCS-WHEEL is a trademark of the General Motors Corporation. GMAC is a registered trademark of the General Motors Acceptance Corporation. PASS KEY is a registered trademark of Delco Electronics Corporation. Litho in U.S.A. 3/92 ©1992 GM CORP. All Rights Reserved. Buckle Up, America!

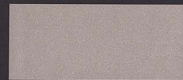
1993 ALLANTÉ EXTERIOR COLORS



White



Red



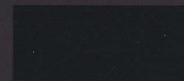
Beige Metallic



Pearl Red*



Black



Polo Green



Pearl Flax*



Pearl White*

*Additional cost.



Symbol of Distinction
Stimulus

BOB ULRICH

FREDERICK CHEVROLET-CADILLAC, INC.
1505 Quantin Road, P.O. Box 808, Lebanon, PA 17042
Tel: 717-274-1461



CADILLAC®