

1993 Cadillac Allante

2dr Convertible • 8-cyl. 279cid/295hp MPFI

#1 Concours condition

\$33,600

↗ +4%

#2 Excellent condition

\$17,700

↗ +4.7%

#3 Good condition

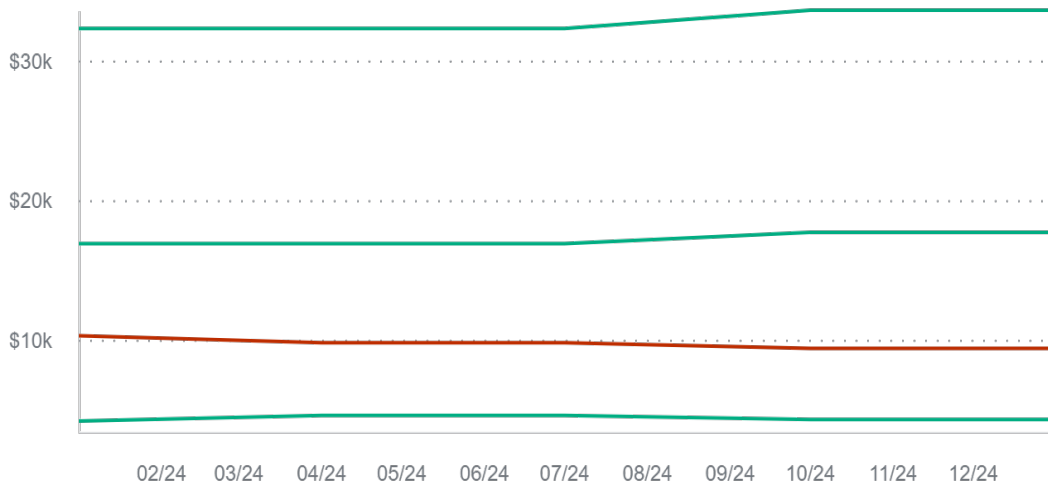
\$9,400*

↘ -8.7%

#4 Fair condition

\$4,300

↗ +2.4%



Value adjustments

+\$600
for hardtop

Model description

The Allante was Cadillac's answer to luxury convertibles such as the Mercedes-Benz SL and Jaguar XJS. The car was produced in small numbers and was unique in several ways. First, the bodies were designed and manufactured by Pininfarina in Italy, then flown to Detroit for final assembly. Engine power was initially provided by a 4.1-liter aluminum V-8 engine with multi-port fuel injection at 170 hp, mated to a front wheel drive automatic transmission.

The mild power ratings set against the Allante's 3,720-pound curb weight, plus the front-wheel-drive configuration and automatic transmission made the car more suited for comfortable highway cruising than for sporty driving. Yet the Allante offered state-of-the-art technology for Cadillac, with four-wheel anti-lock disc brakes, Macpherson strut suspension, a digital dashboard, and a Bose stereo. The Allante was sold with an aluminum hardtop and cloth folding top on all models.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

For the 1989 model year, Cadillac bumped the engine displacement to 4.5 liters and hp up to 200. This engine gave the Allante bragging rights to the most torque of any front-wheel-drive car in production. In 1990, the Allante became the first front-wheel-drive car to be equipped with standard traction control, along with a host of other technologies just gaining popularity at the time. Among the features that might now appeal to nostalgia buffs, the built-in cellular telephone was a \$1,200 option.

The most notable improvement to the Allante came in its final year of production, when the 1993 model received the 4.6-liter Northstar V-8 engine at a hefty 295 hp and 290 lb-ft of torque. Enthusiasts rejoiced as this was the engine they felt the Allante should have had all along. It is worth noting that the 1993 production run of Allantes was 4,670, which is by far the largest run of the car's history, almost 25% of all Allantes ever built.

For collectors, the 1993 models tend to be the most desirable, though low-mileage examples should be a primary consideration due to high-mileage maintenance issues that have occurred on the Northstar engine.

Body styles

2dr Convertible

Engine types

8-cyl. 279cid/295hp MPFI

1987-1993 Cadillac Allante stats

Highest sale	Lowest sale	Most recent sale	Sales
\$95,000	\$1,650	\$11,000	661

Equipment

Standard Equipment

4 Speed Automatic

AM/FM CD

Air Conditioning

All Wheel

Driver Front Air Bag/Passenger Active Belts

Pass Key

Power Brakes

Power Steering

Power Windows

Tilt Steering Wheel

Additional Info

Drive Type: FWD

Front Tire Size Code: 39

Front Tire Size: 16R225

Manufacturer Code: C137

Manufacturer MSRP: 59975

Market Segmentation: Luxury Sport

Shipping Weight: 3664

Wheel Base Longest - Inches: 99.4

Wheel Base Shortest - Inches: 99.4

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.