

A FEW WORDS ABOUT CORE RETURNS

When buying a replacement part for your Allanté, the terms “with exchange” and “core return” often come up. “With exchange” means that you will install the new part you have purchased and then return the old part you have removed to the supplier as a term of the sale. The old part being returned is called a core. These core returns are very important to the Allanté community.

The last Allantés were built 16 years ago. We all know that parts can be difficult to obtain. GM doesn't have much in the way of parts anymore, and many of the parts they do have are only available because they will fit other Cadillacs.

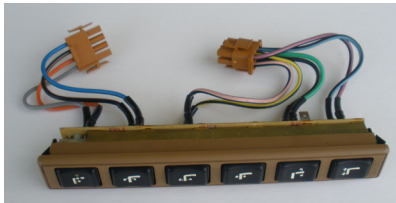


When a salvage yard takes in a vehicle, it gets “parted out” – broken up and sold piece by piece. Each Allanté parts car has one window switch on each side, one rear pulldown, one window regulator for each side, etc. The number of

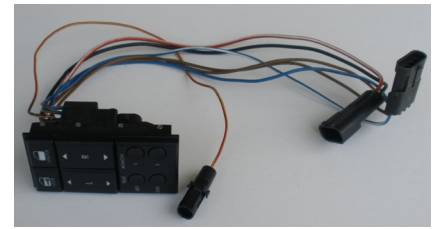
Fortunately, many parts can be rebuilt. But in order to rebuild a part, you must first have a core return: one of the old parts. Examples of parts being rebuilt are window switches, seat switches, front and rear pulldown motors, trunk pull-downs, window regulators, radio antennas, radio receivers, amplifiers for Bose speakers, CD players, cassette players, ABS master cylinders, ABS brake pumps, and steering columns. In addition to these functional parts there are also trim and interior parts such as overhead consoles, center consoles, seat switch panels, and glove box doors. With the exception of the Bose amplifiers, the current supply that exists of the above parts is all we will have available to us for the future. When there is no core available to rebuild, then it will be necessary to remove the broken part from your Allanté and send it in for rebuilding.

Suppliers receive some core returns too badly broken to repair, but perhaps a portion of it can be saved and used to repair part of another core. Some repair parts have been reproduced, enabling us to save some parts that were otherwise not repairable. Examples of reproduced parts would be rear pulldown motor castings, latch parts, and insulators. Fortunately, new motors for rear pulldown actuators, new gear cases, and new gears are still available. Between the parts that have been made and the repair parts still available, rear pulldowns can be remanufactured to like new condition. But even with these repair parts available, the process requires an old unit to overhaul.

Allantés being scrapped is nowhere near large enough to supply many of the commonly required replacement items such as window switches and pulldown actuators. It is very important to save each and every critical part to provide for the future. The issue is really most important for individual Allanté owners, more so than for suppliers like Tom's Allanté Store and Allantesource that try to support the Allanté community.



If we do not have parts on the shelf already rebuilt, or a core to rebuild, then when you have a rebuildable part that fails you will need to



to remove the old part from your car and send it in for rebuilding. If you seldom use your car and have a garage, it may not be a big issue. But it's always easier to remove and install something in one operation with everything fresh in your mind. If a week or two passes after disassembly, recollections can get hazy. If you are paying a mechanic to remove the broken part, does it get put back together in the meantime, or left apart and not usable, taking up space in his shop?

If anyone has any cores they have not yet returned, please consider this a little nudge to send them back promptly. Keep in mind that whenever you purchase a rebuilt part, the core came from another Allanté owner who did his or her part (no pun intended) to help support the supply chain. In closing,



if you have saved any broken parts over the years that you wish to sell, both Allanté Store (619-807-8770) and Allantesource (561-844-3938) would be interested in talking to you.