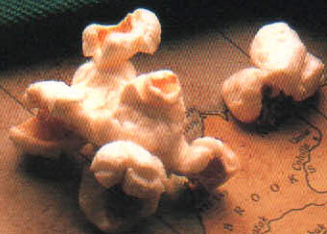


1992 SATURN



saturn

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Road and Track called it “a major step forward.” *Car and Driver* said we were “. . .close. Really close.” And *Time* magazine gave us their cover.

Suffice it to say, in 1991 Saturn was one of the most heralded, most anticipated, most covered events in automotive history. We got a lot of press in those beginning days. And if you took any interest at all in our company, you probably read some of it yourself.

You read stories about impassioned engineers who left good jobs and more glamorous industries to give our effort a chance.

You read about a revolutionary labor-management agreement that not only gave factory technicians a voice at top levels, but gave them the right to manage their own areas, approve new hires, and stop the line whenever anything wasn't as good as it should be.

And you read about Saturn's retailers, a small, hand-picked group of people who tossed out the old ways of doing business—helping to write their own franchise agreements, set up extensive screening programs for new retailers wanting to join, and bring a welcome end to the hassle that typically muddies the buying experience.

It was a great story. The kind of story everyone would like to believe in. But, well . . . given all that'd gone before, not everyone was quite sure. As dramatic as it all sounded, most people—including us—knew that such efforts were still mostly about intentions.

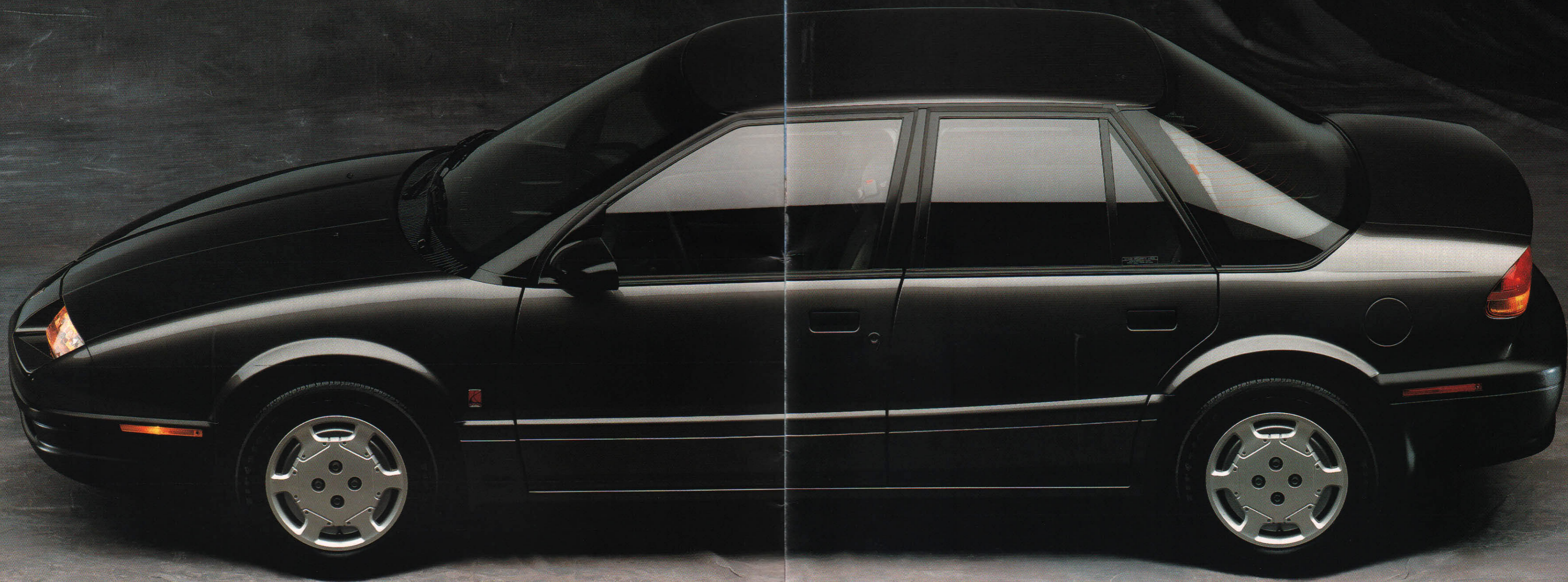
Intentions to build a high-mileage, high-quality, low-priced small car good enough to compete with the best import on the road.

Intentions to prove that it's possible to “change the corporate culture, change the adversarial relationship between union and management, and put it back together right,” as the dean of M.I.T.'s Sloan School of Management described it in *Time*.

Well, you'll be pleased to know that this year the Saturn story has very little to do with intentions.

And a lot to do with reality. Because we know, just as well as you do, that once you slide behind the wheel of a Saturn and turn the key, you probably won't be thinking all that much about what we intended.

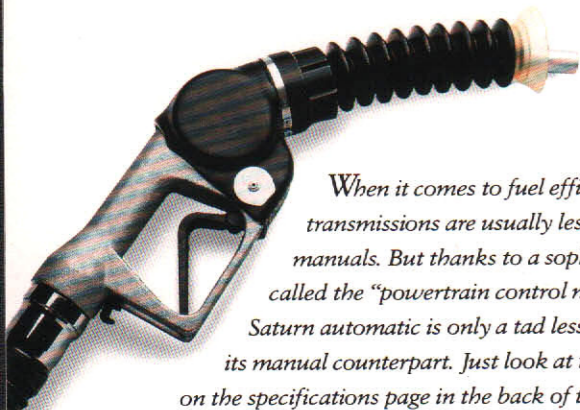
All you'll care about is what we've done.



No, we're not referring to a "fork in the road." We're emphasizing "stainless steel." All Saturns feature a stainless steel exhaust system—which means you can drive through quite a few snowstorms and a good deal of salt spray without worrying a bit about replacing your muffler.



Saturn's entry-level model is the Saturn SL, which is priced even more economically than the SL1. The SL features slightly different upholstery and wheel covers than the SL1. And it's only available with a five-speed manual transmission and manual steering.



When it comes to fuel efficiency, automatic transmissions are usually less efficient than manuals. But thanks to a sophisticated device called the "powertrain control module," the Saturn automatic is only a tad less efficient than its manual counterpart. Just look at the EPA ratings on the specifications page in the back of this book.

When it comes to desirable features, fuel efficiency and performance are probably both near the top of your shopping list.

But when it comes to reality, unfortunately the two don't always go hand in hand. What performs, guzzles. And what's economical—well, it sort of putts. All reasons why Saturn engineers packed a nice balance of both efficiency* and power into the SL1.

This sedan comes with a 1.9-liter single-overhead-cam fuel-injected engine delivering 85 horsepower at 5,000 rpm. No doubt, one of the first things you'll notice when you press the pedal is that the engine feels stronger than what you'd expect from one of its size. That's partly because Saturn engineers went to great pains to match the SL1's gear ratios to the engine output—something that seems to have paid off in spades.

It's also because of how the engine is tuned. It's torque heavy. In other words, it has all the pep and spirit you need for maneuvering through city traffic, with a good bit of stamina left over for cruising the freeway.

What's more, the engine components are built to be lightweight. Though the crankshaft and cylinder sleeves are made of cast iron, the block and cylinder heads are made of aluminum. With lighter internal components the engine has a free-revving character, making it respond much more quickly.

Besides, the sedan weighs in at a mere 2,313 pounds—fairly light for its class, so there's less mass to propel. This is a characteristic you'll appreciate even more when you tally up your gas mileage. Equipped with a manual transmission, the SL1 clocks in with an estimated EPA rating of 28 miles per gallon in the city, and 38 on the highway.

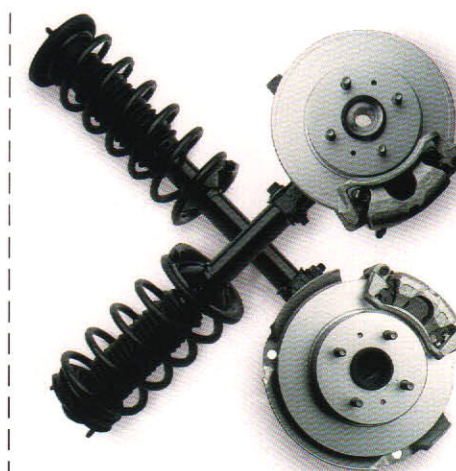
Nice numbers. Especially for a car with a finish that looks as if it belongs on a car costing twice as much—which is the only other place you're likely to find it. The paint process used on the SL1 (and on all Saturn models) represents the latest technology available—a polyurethane primer, a waterborne acrylic base, and a polyurethane clearcoat.

But this story isn't just about aesthetics. It's also about durability. The primer adheres to the polymer panel (another distinct advantage you can read about on page nine), and gives upon impact to help prevent the usual chipping and cracking so common with metal. The waterborne acrylic creates a "wet look" that's brilliant, glossy, almost three-dimensional. And the clearcoat helps shield the acrylic against dust, dirt, tree sap—all those things that can ruin a finish.

The SL1 comes with front-wheel drive, four-wheel independent suspension, and a few other extras: Variable-effort power steering. A height-adjustable steering column. Full analog instrumentation—including a tachometer, trip odometer, and engine temperature gauge. Fourteen-inch all-season tires. Tinted glass. Halogen composite headlights. Reclining front bucket seats and fold-down split rear seats. Remote trunk lid and gas cap releases. A carpeted cargo area. Three-speed intermittent wipers. And a rear-window defogger.

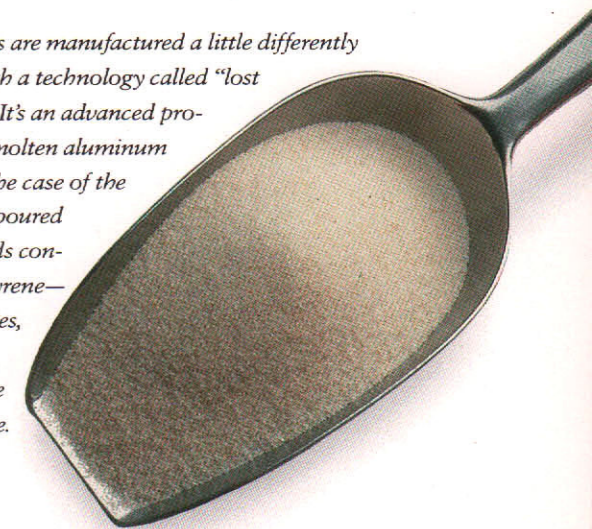
Taken separately—as they are on most cars—these things don't make that much difference. But taken together—as they are on Saturn's SL1—they make a huge difference.

Especially when you're not paying extra for them.



All Saturns feature front-wheel drive and a four-wheel independent suspension system. The front suspension is a true MacPherson strut design, and the rear suspension is an optimized tri-link.

Saturn engines are manufactured a little differently than most, with a technology called "lost foam casting." It's an advanced process whereby molten aluminum (cast iron, in the case of the crankshaft) is poured into sand molds containing polystyrene—which evaporates, leaving near-precision engine parts in its place.



Every Saturn model comes with a four-speaker AM/FM stereo system that includes seven station presets per band, seek/scan tuning, separate adjustments for bass and treble, and a digital quartz clock.



*With an automatic transmission, the SL1 gets an estimated EPA rating of 26 miles per gallon in the city, and 35 on the highway.



Steve Golas and his

family were on their way to the Moscow Circus when they decided to take a quick spin through Albany's annual auto show. At first glance, it looked pretty much like any other—a hodgepodge of lights, literature, and sales talk. But then they noticed a commotion around one display—a tangle of people packed in so tightly it was barely possible to make out the top of the car.

With daughters Laura and Stephanie tagging along, Steve and his wife, Cathy, worked their way through the crowd until they came upon the strangest of sights—a circle of people gathered around what looked to be a single door panel. Everybody was picking it up and bending it, then watching it bounce back into shape. Steve was intrigued. But his daughters were mesmerized. The mere thought of playing with something they were usually told not to touch was—well, even better than meeting elephants from Moscow.

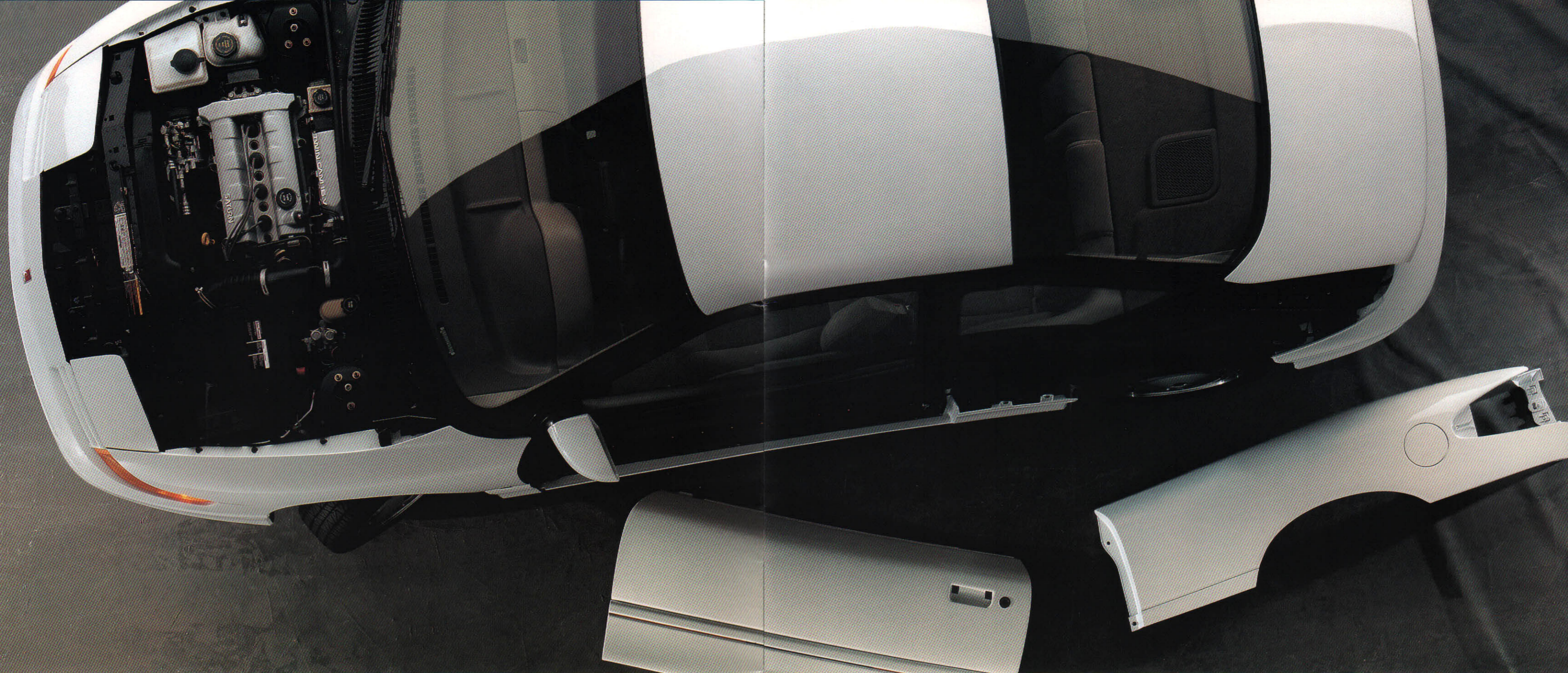
So while the kids took turns with the panel, their parents checked out the car that such a panel belonged to. They had actually been thinking about buying, but not necessarily buying American. Over the past ten years they had purchased a succession of imports, mostly Hondas and Subarus. They'd been smart purchases, but not ones Steve felt all that good about—not because he'd been dissatisfied with any car's performance. Quite the contrary.

It was just that while Steve was growing up, his family had always owned cars built by his father's employer of 35 years—an American automaker. You shouldn't bite the hand that feeds you, his father was always telling him. As the proud owner of a 1988 Honda Civic sedan and a 1987 Subaru GL station wagon, he was very definitely nibbling that hand. But for Steve, as for most import buyers, reliability had finally taken precedence over other concerns. Which is why the Golas family was surprised two weeks later to find themselves in a Saturn retail store, signing on the dotted line for an SL1.

As Cathy explains—and as many friends were quick to point out—she knew they were in untested waters. But she liked the car the minute she drove it—especially the way it handled, the way it cornered, the way it allowed her mother to sit comfortably in the back seat between two squirming kids.

From Steve's perspective, the Saturn was the first car resilient enough to fend off the icy claws of winter—particularly important in the Northeast, where even if you rustproof a metal car you still end up with stone chips and surface rust from all the salt on the roads. The Saturn was also the first four-cylinder engine he'd driven—import or otherwise—that didn't sacrifice too much power to the air conditioner.

Putting money down on a totally new, yet-to-be-proven car may have been a bit adventurous, Cathy admits, but apparently in a good way. Now, she says, Steve's chomping at the bit for Saturn to come out with its first station wagon.



The first thing you'll notice when you walk into a Saturn showroom is what's not happening. There are no "beyond eager" salespeople closing in on you with big fat dollar signs in their eyes. In fact, when you look around, you'll see that no one seems too rushed or pressed. And the salespeople who do approach you bring with them a rather refreshing background—an in-depth knowledge not only of Saturn, but of competitors' cars as well.

Now, we're not implying that all visits to all car dealerships turn out to be bad experiences. But they're unpleasant often enough to make a lot of nice people abhor the mere notion of buying a new car. And that's actually the very reason why most of our retailers chose to join Saturn—because they're about as tired of the stereotype as you are of the experience.

Which is precisely why you won't find yourself

dodging any beyond eager salespeople when you're shopping in a Saturn store. In fact, unless something's gone awry, you shouldn't even see a salesperson. Or a dealer. Because Saturn decided not to have any. We have what we call "consultants" and "retailers." Of course, we can guess what you're thinking—that we can't change the beast just by changing its name. And you're absolutely right.

So we changed other things as well.

For example, we did what we could to take the hassle out of the buying experience, so that purchasing a car bears more resemblance to a professional business transaction than a matching of wits. We asked our retailers to give their sales consultants new priorities, so they wouldn't just be focusing on meeting a monthly quota. And we're giving you, the owner, a 30-day / 1,500-mile guarantee,* so you can bring the car back if you don't like it.

Last, but not least, we made sure to design every Saturn with a seemingly endless list of "serviceability" features. You know what to expect when you raise the hood on most new cars: a maze of technology so thick it makes even the best of mechanics wince. Not only do mechanics usually have to tear other things apart just to find the part that needs servicing, they have to become contortionists merely to get at the problem.

And as we all know, when a mechanic contorts, an owner pays. Which is what makes raising the hood of a Saturn such a pleasant experience. Don't worry. The sophistication is still there. It's just organized—"a model of clarity," as one automotive critic described it, and with plenty of room to work.

There are things like color-coded dipsticks. Easy-to-change oil and air filters. Clearly visible and traceable hoses. A camshaft that can be removed from either end

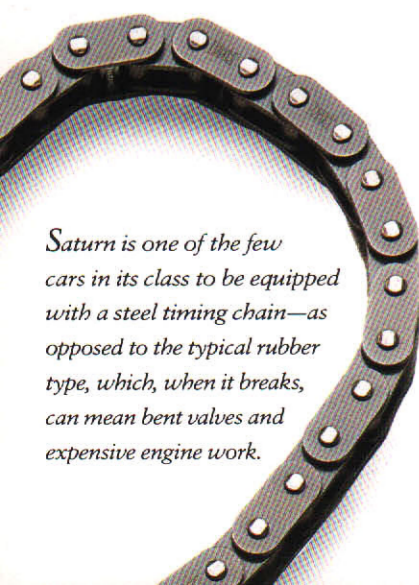
of the engine. A drip rail beneath the oil filter to take the mess out of oil changes. Spark plugs that are all easy to reach and replace. Even an on-board computer that controls the engine and the automatic transaxle—and has a better memory for details than you do.

By taking a hand-held computer and plugging it into a port underneath your dash, a Saturn service technician can download memory from your car's powertrain control module and get the inside track on your car's condition before ever lifting the hood.

Now, we don't want to make things sound easier than they are—but they're definitely easier than they were.

And let's face it: The less time a mechanic spends under your hood, the less time you'll spend considering any other make of car when you're ready to buy again.

*See retailer for Owner Protection Plan restrictions.



Saturn is one of the few cars in its class to be equipped with a steel timing chain—as opposed to the typical rubber type, which, when it breaks, can mean bent valves and expensive engine work.

By plugging this hand-held computer into the port beneath your dash, technicians can download information from a memory chip in your car's powertrain control module, and then feed that information into a personal computer for diagnostic analysis.

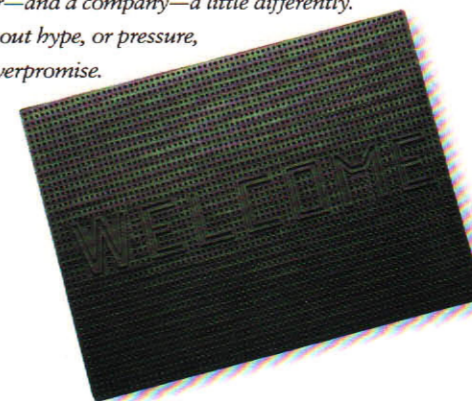


Owning a Saturn automatically enrolls you in a 24-hour roadside assistance program for the duration of your car's warranty.

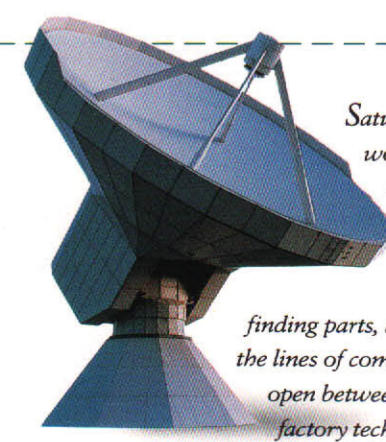
All you have to do is call the 800 number printed on your Saturn key card and we'll help you get the assistance you need. The nice part is, the program covers the Saturn car, not just its owner—which means that a family member or friend can take advantage of this service as well.



It wasn't just the opportunity to market a new car that prompted most retailers to join Saturn. It was the chance to market a car—and a company—a little differently. Without hype, or pressure, or overpromise.



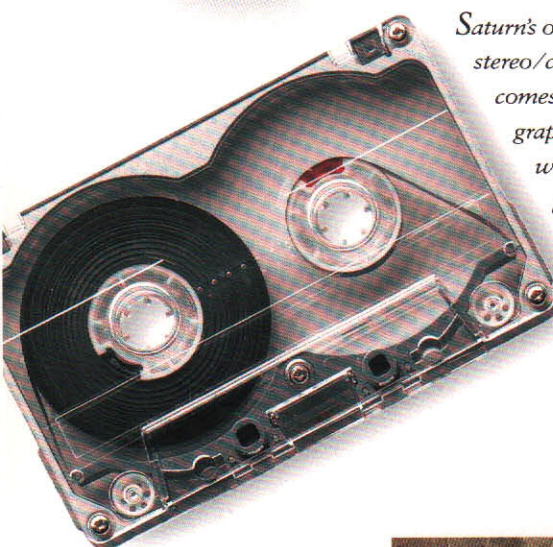
One more commonsense innovation: Saturn's dipsticks are color-coded to tell you exactly where to check your oil and transmission fluids—not to mention telling you which is which.



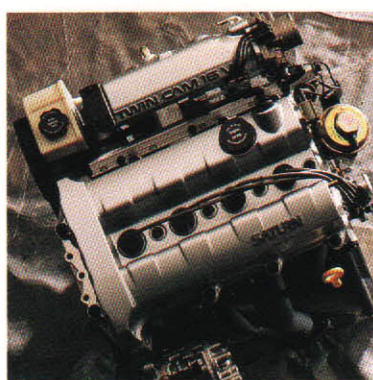
Saturn has one of the world's more sophisticated computer networks for diagnosing problems, finding parts, and keeping the lines of communication open between engineers, factory technicians, and retailers. The network keeps a record of every service transaction performed at any Saturn retail facility, and makes this record accessible through satellite communications.



Both Saturn engines are designed to be what the engineers call torque heavy—that is, tuned to have a broad, flat torque curve, with a nice wide power band. If you're not sure what all this means, then just press the throttle when the light turns green. That will tell you all you need to know.



Saturn's optional AM/FM stereo/cassette player comes with a five-band graphic equalizer, as well as seven presets per band, seek/scan tuning, a clock, and four six-inch coaxial speakers.



Saturn's dual overhead cam engine (standard on the SL2 and the SC) features a multi-port fuel injection system to make sure that each cylinder receives just the right amount of fuel for optimum performance in all driving conditions. This system also helps improve fuel efficiency.

Just because your life now fits better into four doors than two doesn't mean you can't remember how nice it feels to hug a good country corner. Or to just cruise down the local straightaway.

Trust us. With 124 horsepower pushing 2,437 pounds, you won't find yourself straining to keep up with anybody. Or wishing you had a turbocharger.

The Saturn SL2 is powered by a 1.9-liter dual-overhead-cam multi-port fuel-injected engine that delivers its 124 horsepower at 5,600 rpm. Much like Saturn's single-overhead-cam engine, the dual-overhead-cam is tuned to have a broad, flat torque curve—meaning that as aggressive as this engine can be on the freeway, it's equally spirited when you're sprinting off the line. Yet it's still economical, earning an estimated EPA rating of 24 miles per gallon in the city and 33 on the highway, with a manual transmission.

The SL2 comes with front-wheel drive, four-wheel independent suspension, and a five-speed manual transmission—which is great for cutting up those back-country roads. But if you do most of your driving in the city and get tired of shifting, then you might do well to give Saturn's automatic a try. See for yourself why this transmission has racked up 13 patents.

The Saturn automatic is what engineers refer to as a "smart" transmission, meaning it's computer-controlled. Granted, there have been "smart" transmissions before. But not like this one. As yet, no other manufacturer has the same control over shift feel—which is what distinguishes the Saturn automatic.

This transmission has its own definition of a perfect shift. And with the help of computer algorithms, silicon sensors, and tiny solenoid valves,

it works to create that shift—regardless of road or weather conditions.

The algorithms define the perfect shift. The sensors detect influencing variables—temperature, altitude, engine torque, oil temperature, and so forth. And the solenoid valves translate the computer-based messages into mechanical action.

The result: a transmission that works hard to feel and shift the same, no matter where you're driving. Over narrow, winding, sun-baked roads in East Texas. Or slick, frozen expressways in New York State. In fact, this transmission will even help compensate for wear over time.

Other parts of the car—such as the doors, the fenders, and the quarter panels—also excel at withstanding daily abuse. As you can read in the Golas family story on page five, Saturn's vertical bodyside panels aren't made of metal. They're made of a special dent-resistant polymer, which is so flexible it'll actually bend and bounce back. What's more, these panels won't rust or oxidize. And they're capable of shrugging off the usual dents, dings, nicks, and bumps—even a three-year-old wielding a hammer.

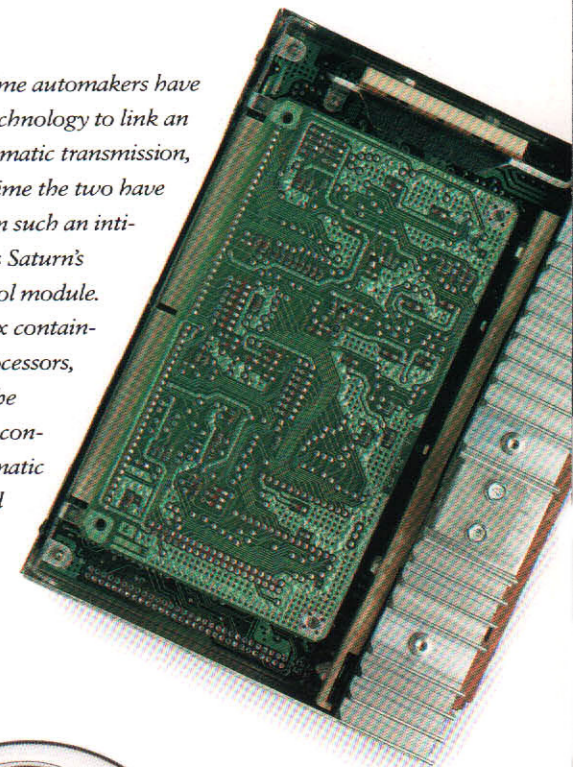
Well, maybe a small hammer. Preferably rubber.

Statistically speaking, these panels are two to four times more resilient than steel when it comes to dents and dings. And because paint adheres to polymer ten times better than it does to steel, the panels are ten times more resistant to chips.

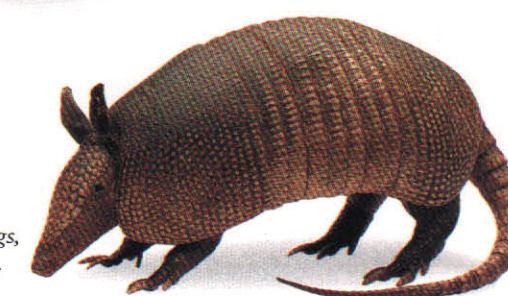
Which means that the SL2—any Saturn, for that matter—can probably survive a pretty hard hit from a runaway shopping cart filled with 40 pounds of groceries and aimed directly at the center of your door.

Just to be on the safe side, though, you might want to take the hammer away from the three-year-old.

It's not the first time automakers have used computer technology to link an engine to an automatic transmission, but it is the first time the two have communicated on such an intimate level. This is Saturn's powertrain control module. Basically it's a box containing two microprocessors, one controlling the engine, the other controlling the automatic transmission, and each in constant communication with the other.



For people who want their wheels to turn a little differently, Saturn offers this design. They're 15-inch alloy wheels, and they're optional on both the SL2 and SC.



When it comes to dents and dings, Saturn's polymer bodyside panels are two to four times more resilient than steel. Because polymers are flexible, they just bend and bounce back. Steel bodyside panels aren't so forgiving.

Petersburg is a tiny fishing village nestled in a cluster of snowcapped islands off the southeast coast of Alaska, near Prince Rupert, British Columbia. You can only get there by sea or by air, courtesy of one northbound and southbound jet each day, a couple of prop plane shuttles, and one rather lengthy ferry ride—about eight hours to the mainland.

Robin Millage first came upon this quaint Norwegian village some ten years ago on vacation and found the setting so overwhelming that she did something most of us would only fantasize about doing.

She stayed. She helped develop a couple of businesses—first a plumbing and heating company, then her own bookkeeping service. For years her transportation was an old Plymouth Champ, until one day it gave out and she decided the time had come to start over.

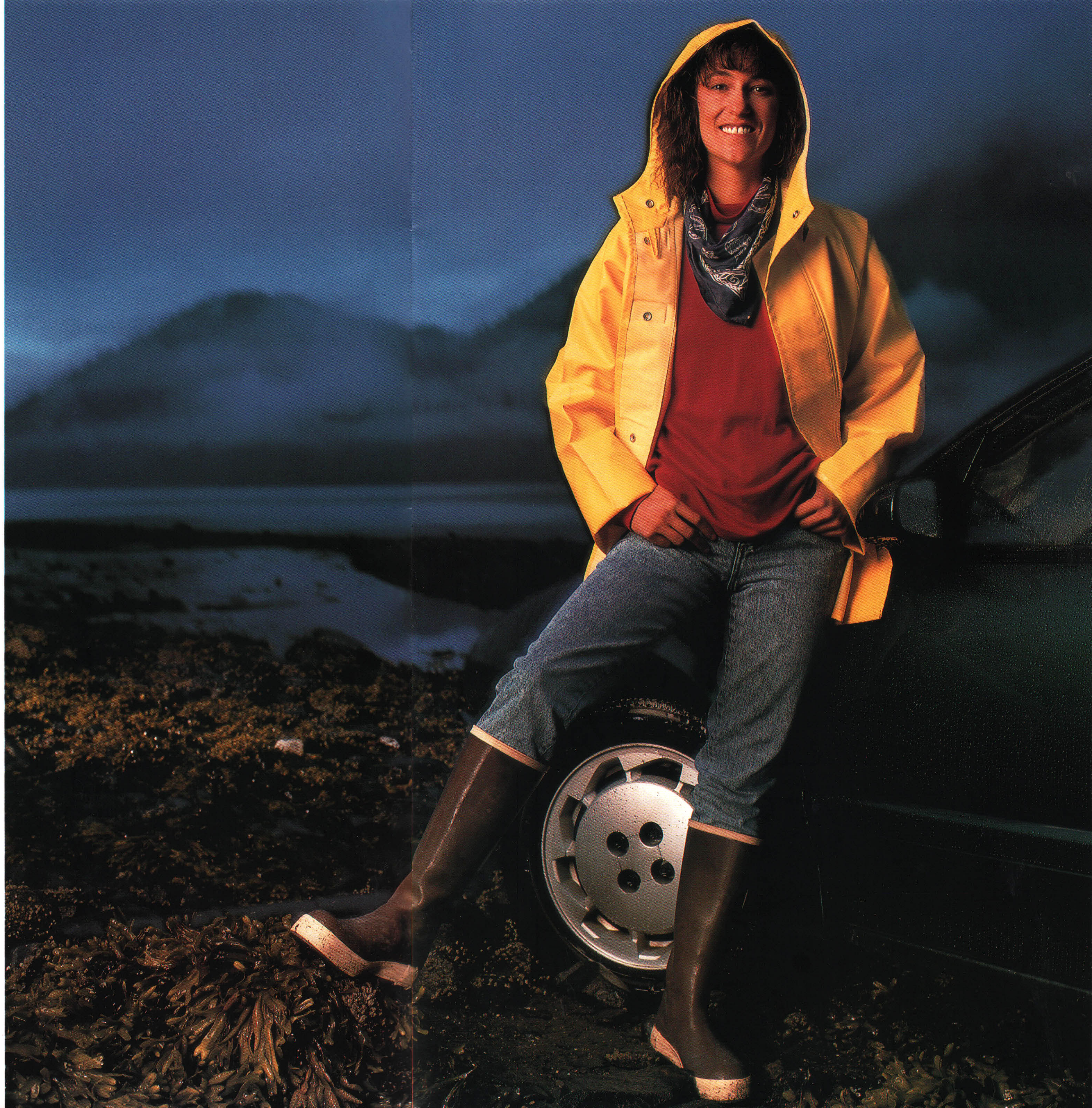
She approached the task pretty much as she does any other. She read every article she could find. She ordered brochures. She talked to her mechanic and other people whose opinions she respects. And in January, one month later, she bought a Saturn sight unseen from a retailer in Spokane, Washington, had it trucked to Seattle, and then barged to Petersburg.

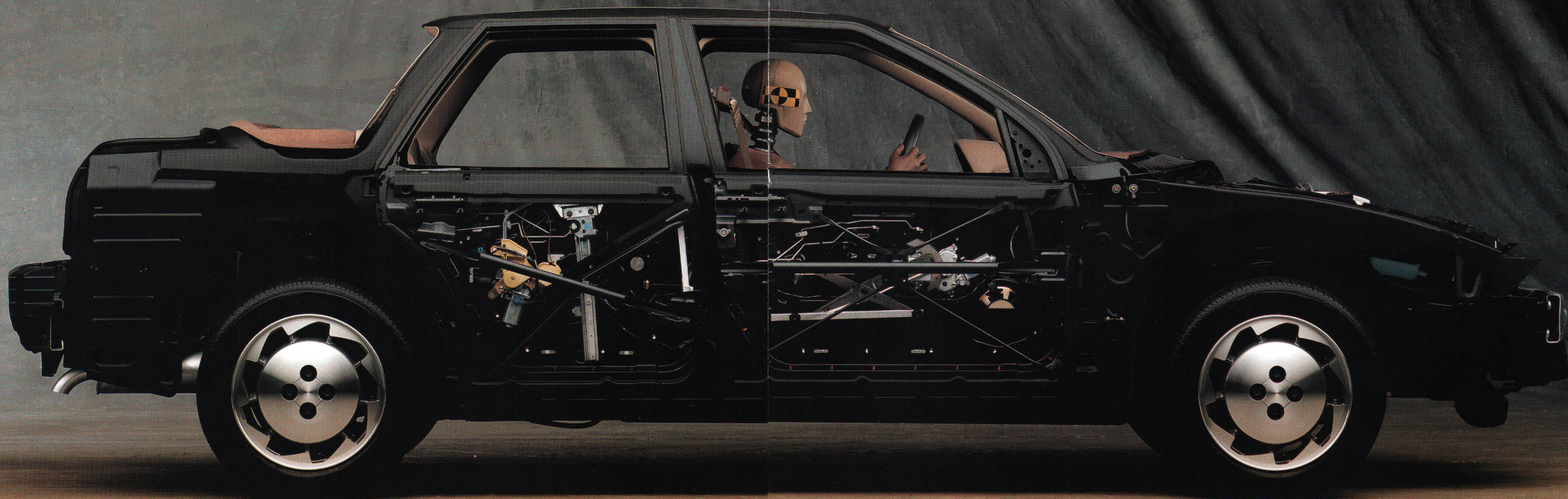
Why a Saturn? She needed a car she could feel comfortable driving up the twisting mountain roads of the island's National Forest, without worrying about being left alone in the woods. And what she read about Saturn told her that somebody somewhere along the way had considered circumstances like hers—a conclusion confirmed when her boyfriend raised the hood.

He told her he'd never seen a car that looked so much as if it had been designed by a mechanic. He was impressed with how quickly he could get to everything—the oil, the filters, the hoses. And with the fact that all the plugs are right on top and reachable. And that if the fuel pump circuit goes out, all you have to do is insert one of many spare fuses and drive home.

So far, Robin hasn't encountered any such incidents. In fact, the only problem Robin's had so far had to do with Saturn's recall, back in February 1991. It was then that Saturn learned that 1,100 cars had seatback mechanisms that didn't perform exactly as they should. Of the 1,100 people affected, about 90 live a good distance from the nearest retail facility. So instead of asking these people to drive in, Saturn sent field engineers out to them, tools in hand. That means one Saturn field engineer traveled the 3,000 or so miles to Petersburg.

It was a bit of a jaunt, but well worth the effort. Robin says people around Petersburg were pretty impressed when they saw this Saturn engineer come walking across the runway carrying his manuals and his toolbox. Robin says she felt kind of bad for the guy. She'd have gone to Spokane herself. It was just that nobody had asked her to.





Unless you've recently been involved in a car accident, or you know someone who has, you probably don't walk into many showrooms armed with a checklist of safety features.

Obviously, this isn't because you don't care—quite the contrary. It's just that safety is by far the toughest aspect of a car to evaluate. Aside from obvious features, such as automatic shoulder belts and manual lap-belts—both of which are standard on Saturns—you don't really know what lurks beneath the skin of a car.

You would assume, of course, that cars wouldn't be allowed on the market if they didn't at least meet minimum safety standards—especially given today's heightened awareness. The question, however, is how far a manufacturer is willing to go *beyond* the minimum. Or better yet, how far a manufacturer is willing to go beyond what the government requires to put the car on the road.

When it comes to Saturn, you may be in for some pleasant surprises—starting with the dummy sitting in the car above. Weighing in at 164 pounds and standing close to six feet, he's the standard size required by law to pass certification testing. He's not, however, the only dummy you'll see participating in a Saturn crash test. You'll also see models ranging from a petite woman (smaller than 95 percent of all women), to a large male (bigger than 95 percent of his peers), to a six-year-old child, and even a six-month-old sitting in a child safety seat.

Since many Saturns will likely be used as family cars, it only made sense to conduct crash tests that included dummies sized to represent other members of the family. It also made sense to conduct many of these tests with Saturns that look like the one above—panels off, stripped to the skeletal core. Of course, this isn't the way most manufacturers test their cars. But then again,

Saturns aren't designed like most cars.

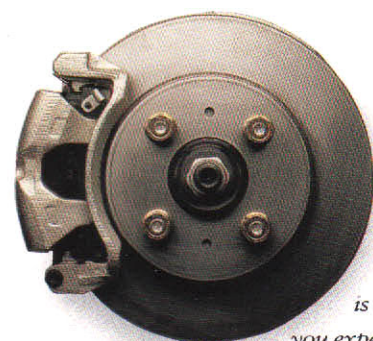
Rather than a traditional "unibody" design, where the car's frame and panels together form the structure, Saturns have a "spaceframe." In a spaceframe design, bodyside panels function primarily as styling and aerodynamics. It's the frame—or the "reinforced passenger cage," as some people call it—that forms the structure. It's also this cage that helps safety engineers when it comes to design. With the bodyside panels out of the picture, they can build in the features they need to help ensure structural integrity—without worrying about how those features might interfere with styling.

When it comes to a Saturn, those features include 3,000 or so structural welds, numerous strategically placed steel reinforcements, and "crumple zones"—areas specifically designed to crumple upon impact, thereby helping to absorb and dissipate energy before it reaches

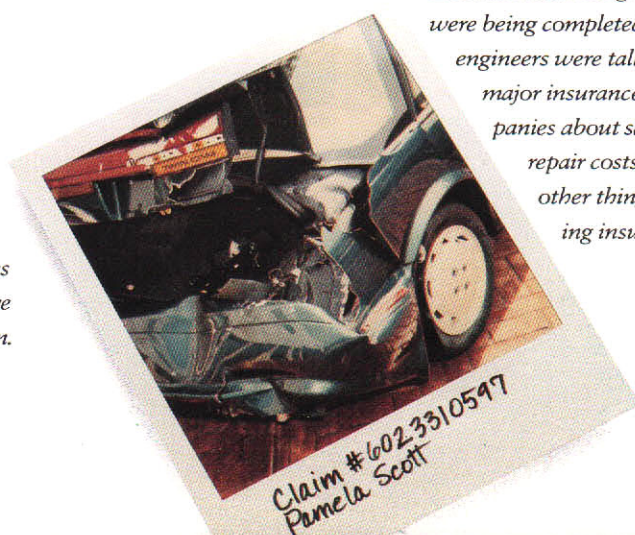
vehicle occupants. To get these zones just right, the engineers enlisted help from one of the more brilliant technical minds around—a Cray Research supercomputer. Running some 200 simulations, they were able to pinpoint and analyze the force of a crash, and thus devise better ways to help control it. Once back in the safety lab, engineers took a few more steps beyond the norm—running crash tests at higher speeds and at different angles than those required by law. And with test dummies sitting in positions other than what's mandated.

If all this testing seems a bit much, well, maybe our engineers are a little zealous—or even a little paranoid. But the way we look at it, when it comes to safety, a little paranoia can go a long way. The more we can learn about those worst-case scenarios, the better we can protect you in the more likely ones.

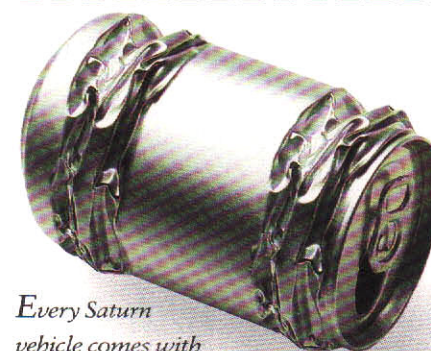
It may not look particularly distinctive, but this is not your run-of-the-mill seatbelt latch plate. It's a patented design that adjusts much more easily to children. It also helps parents secure child safety seats—something the engineers made sure of by purchasing an array of such seats, trying them out, and making design decisions parents will appreciate.



An antilock braking system is one of the features you expect on an expensive vehicle. But it's an option on every Saturn. The system helps you stop more quickly and maintain control when you need it most—in rain, snow, or sleet.

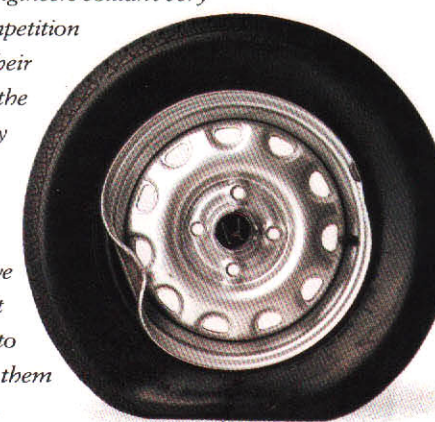


Even as initial designs were being completed, Saturn engineers were talking to major insurance companies about safety, repair costs, and other things affecting insurance rates.

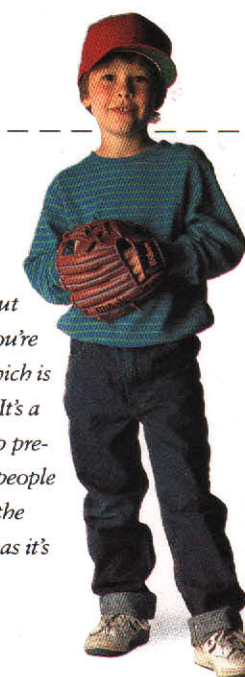


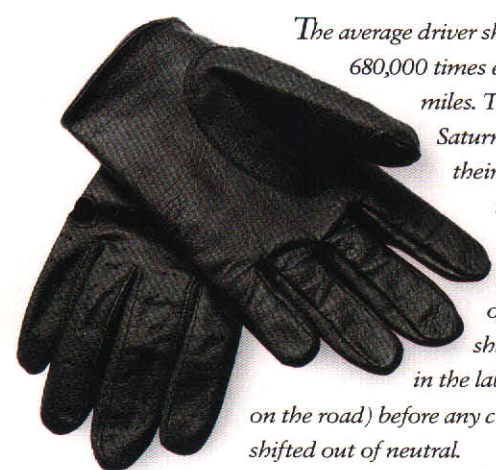
Every Saturn vehicle comes with "crumple zones," areas specifically designed to crumple upon impact, thereby helping to absorb and dissipate the energy of a crash—before it reaches the passenger compartment.

Given that Saturn engineers couldn't very well just call the competition and ask to borrow their crash data, they did the next best thing: They collected their own. They purchased seven brand-new import vehicles, drove them back to the test facility, wired them to a computer, and ran them into the nearest wall.



You can't see this feature, but you'll appreciate it when you're sitting in the back seat—which is where your children will be. It's a special ramp designed to help prevent children or other petite people from sliding forward under the safety belts—"submarining," as it's called in the industry.





The average driver shifts at least 680,000 times every 100,000 miles. That's why Saturn engineers put their new manual transmission through a rugged test schedule of some 13 million shifts (four million in the lab and nine million on the road) before any consumer ever shifted out of neutral.



Within an eye's glance and a finger's reach—that's a fairly accurate way of describing how intuitive all the gauges and controls should feel in a sport coupe. And that's the way things will feel to you when you slide behind the wheel of an SC.

Generally speaking, you can distinguish the good sport coupe from the bad pretty quickly by using three basic criteria.

Styling—it's got to look good. Driver positioning—it's got to feel good. And the machine itself—it's got to *be* good.

As for the styling of the Saturn SC—well, you can see that for yourself. The profile is sleek and racy. In fact, when you get up close you may be surprised at just how smooth and dramatic the curves are. Remember, Saturn engineers are working with polymer, not metal. There are only so many ways to bend a piece of metal, but there are lots of ways to shape polymer.

More than likely, it's the polymer story that accounts for the coupe's high head-turning quotient. In other words, when you come to a stoplight, people will turn around and stare at you—presumably because they like your car.

Whether they do or not, chances are you'll like sitting in it. Ergonomics plays a huge role in Saturn's design effort, so it's not surprising that the coupe cockpit garners nice reviews. The driver's seat is thoughtfully positioned relative to the steering wheel and the shifter. Instrumentation is a clean, clear analog display, perfectly within line of vision. Most switches require only a single, natural, fluid motion. And visibility to corners is excellent.

Even the back seat—an afterthought on most sport coupes—offers ample head room compared to the competition. And the trunk takes on new dimensions when you fold down the 60/40 rear seats.

But no matter how cozy the interior, the real test comes when the

rubber meets the road. Like the SL2, the SC is powered by Saturn's performance engine—the 1.9-liter 16-valve dual-overhead-cam multi-port fuel-injected model that delivers 124 horsepower at 5,600 rpm, and 122 foot-pounds of torque at 4,800. In fact, this engine delivers 119 foot-pounds of torque at just 2,800 rpm, which means the coupe will sprint off the line with the least bit of encouragement. Acceleration is brisk, again partly due to the car's relatively low weight—only 2,402 pounds.

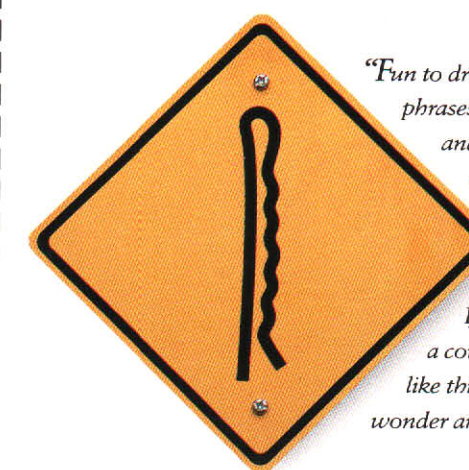
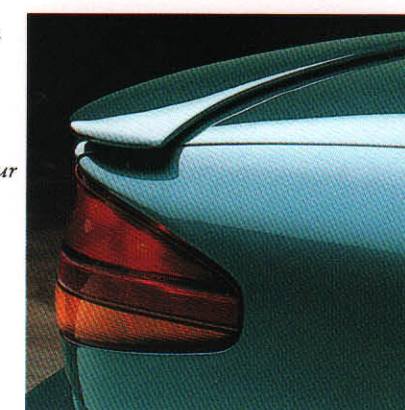
The variable-effort power steering (also standard on the SL1 and SL2) contributes to the quick and easy maneuverability. The long wheelbase and the width of the track both work to increase stability. So does the sport-tuned suspension—something you'll find on both the SC and the SL2. It's the same MacPherson strut design as on the SL and the SL1, but with a larger stabilizer bar on the front, and an additional bar on the rear. And that's all the better for minimizing body roll and cutting corners with your tires still kissing the ground.

The spaceframe, too, creates an especially tight and rigid body structure that works with the suspension to insulate the driver from bumps, potholes, dips, and other unnecessary interruptions.

The SC comes with Saturn's five-speed manual transmission, known for its light clutch feel and easy-to-maneuver gear shift. However, if you opt for the automatic, you'll probably spend some of your time driving in "performance mode." That way the engine will rev to a slightly higher rpm before the transmission shifts—meaning you'll still get to experience the aggressive winding sound so classic in sports cars.

You just won't have to work so hard for it.

Aerodynamically speaking, our rear spoiler probably won't affect how you cut through the wind. But hey, what better way to spoil your rear? It looks great back there. And it's versatile—it's available on both the SL2 and the SC.



"Fun to drive" is one of those phrases manufacturers use time and again to describe their cars, and you always wonder what it means... exactly. Well, let's put it this way. If you drive an SC around a corner that looks anything like this road sign, you won't wonder any more.

The SL2 and the SC are both outfitted with P195/60R1587H speed-rated tires, designed especially for Saturn by Firestone. They're called Firestone Firehawk GTA Performance Series Radials™—just in case you were wondering.





*I*t was about 9:45 p.m. in Tulsa when 17-year-old Darcy turned onto a four-lane thoroughfare driving her mother's month-old Saturn SC. She was just accelerating up to 40 mph when she put on her blinker to change lanes and pulled up alongside another car. Unfortunately, Darcy wasn't the only one who had it in her head to switch lanes. So did the woman driving the other car, but she never saw Darcy. The next thing Darcy knew, the car was plowing into her left side, shoving her off the road and head-on into a telephone pole.

The Saturn was totaled—something Darcy worried about when she called her parents from the emergency room. She was afraid they'd be mad about the car. Of course, they didn't care the least about the car. They just cared that Darcy wasn't hurt. And she wasn't—in fact, she walked away without a scratch. Fortunately, Darcy had been wearing both her shoulder harness and her lap belt, and they held tight.

Like most parents, the Bordewiches could easily imagine how bad it might have been—and their imaginations are probably more vivid than most. Darcy's stepfather, Paul Bordewich, is Director of Flight Operations for AirEvac, an emergency air ambulance. For the last 14 years, he's been flying to the scene of automobile accidents and airlifting the severely injured to nearby hospitals. He's called in only when the injuries are life-threatening, so he sees the worst of it—the head-ons, the rollovers, the fires. Darcy's mother, Sandy, is a medical transcriptionist, so she often transcribes reports on the injured people her husband brings in. They each see the same thing, just from different perspectives.

After Darcy's accident, Paul crawled underneath the Saturn to see if the engine had done what it was supposed to do in a frontal collision—break away and fold downward, instead of forcing its way up into the passenger compartment. As far as he could tell, the air conditioning and everything else had been forced back, and the engine looked as if it was starting to tilt downward—which may explain why Darcy didn't break an ankle or a leg, or hurt her knees, the sort of injuries Paul says he typically sees in frontal hits.

Pleased as Paul was, he wasn't really surprised. He was already impressed by Saturn's safety features—the reinforced passenger cage, the energy-absorbing steering column, and the bars running from the corner of the frame to the center of each door, forming a "V." What did surprise him, though, was that he could feel this good about owning an American car, something he'd sworn off after a rash of bad repair experiences. Since then he'd owned a Triumph, a Datsun, a Porsche, and a couple of Nissans and Hondas.

As Paul explains, overall the Saturn's just not like any small car to come out of America in a while. Which was partly why on the very day the other driver's insurance company accepted liability, Sandy and Paul ordered another SC, just like the one Darcy was driving.



If you're thinking about using a Saturn for commuting, it's conceivable you could spend one, maybe even two or more hours a day sitting in this space. That's a fair amount of time in one spot. Time you don't want to spend with your knees anywhere near your chin. Or with your head grazing the ceiling.

Thankfully, small cars have grown considerably over the past few years, so you no longer have to pay for fuel efficiency by scrimping on leg and head room—a fact that's especially true when it comes to a Saturn.

From the beginning, Saturn engineers were determined to avoid the cramped "cockpit" feeling so common to cars in this class. Sleek and sporty as any Saturn model might be, they wanted it to feel as good on the inside as it looked on the outside. They wanted all the interiors to

have a light, airy, open feeling. And they wanted everything to be intuitive, so natural that people could execute functions without taking their eyes off the road for longer than an instant—if at all.

The minute you look at the instrument panel you'll see how well that wish became a reality. It's a simple, easy-to-read, white-on-black analog display, complete with a tachometer and a temperature gauge to tell you what's going on with your engine.

All gauges are placed comfortably within the driver's line of vision, and all controls are very easy to reach—unless, of course, you're a five-year-old sitting in the back seat, and you get this sudden impulse to open your door. In that case you'll be a little distraught, because chances are very good that nothing will happen. All Saturns feature child security rear door locks.

In keeping with the spirit of simplicity, every switch can be operated in a single action, not a series of steps. Even the power windows have what engineers enjoy describing as "logic" switches—meaning up will always be up, and down will be down. In other words, you won't find yourself confused and punching every which way just to get something—anything—to happen. And the auto express feature on the driver's side means you don't have to hold the button down—you just touch it, and it does the rest on its own.

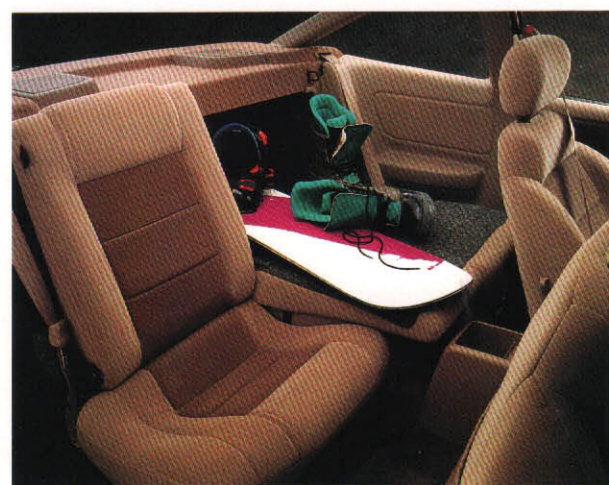
You'll also notice that the stereo is located *above* the climate controls, instead of below them. The engineers figured that unless you plan a move to Siberia, you'll probably spend more time adjusting your stereo than, say, your heater, so why not make it the easier of the two to reach?

And even if you travel light, you should appreciate

the amount of storage space, including map pockets in the doors, a glovebox that's large and deep, a rear seat console (on the SC), and mesh pockets on the backs of the front seats (in every model but the SL). The Saturn also has fairly impressive cargo capacity, with a wide trunk-lid cutout to make loading and unloading easier. The rear seat is split 60/40—as opposed to 50/50—which allows you to pass large objects through to the trunk.

Even the optional sunroof is designed to slide open like a vent—back over the roof to avoid compromising valuable headroom in the rear seating area. The raised glass also acts as a wind deflector.

Of course, all these amenities may not matter much on a fifteen-minute trip to the store. However, if you're serious about that trip to Siberia...



All Saturn rear seatbacks split and fold down to make toting big, cumbersome things that much easier. In fact, given that the sedans feature three safety belts in the rear seating area, you can even fit two small children on the larger seat, and fold down the smaller seat for packages.



No matter how you measure up, you shouldn't have any trouble finding just the right driving position in an SL2 or an SC. You can adjust the seat height, the lumbar support, even the steering column.



If you're tired of sitting on cloth upholstery, why not try sitting on leather? Saturn's optional leather comes in tan on the SL2 and in black on the SC. It also includes a leather emergency brake handle, a gearshift knob, and a leather-wrapped steering wheel (actually, the latter is already standard on the SC).

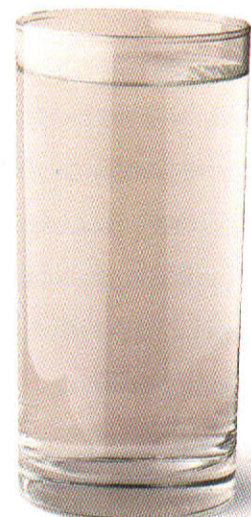


One of the first things you'll notice about Saturn's instrumentation is

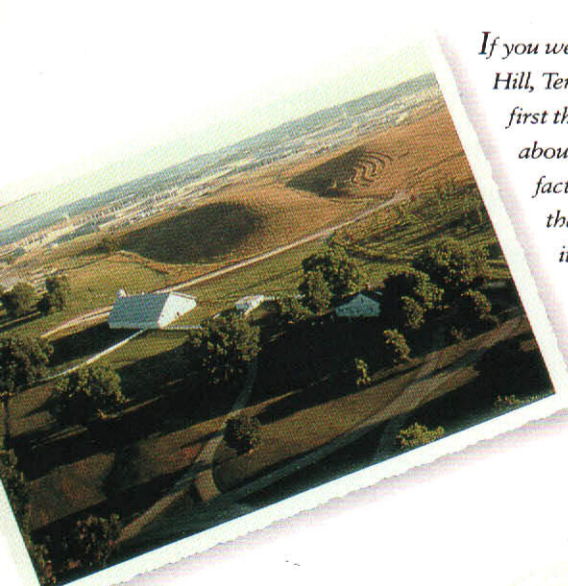
its simplicity. It's a clear, clean analog display with gauges that provide real information and fall easily within the driver's line of vision.



A compact disc player with an upgraded speaker system is optional with every Saturn model. The system includes all the essentials: AM/FM stereo, graphic equalizer, 11 presets per band, audio search, fast forward/reverse, pause, seek/scan tuning, and a digital quartz clock.



Did you know that a single gallon of motor oil can contaminate up to a million gallons of fresh water? Scary, isn't it? During the construction of our manufacturing complex in Spring Hill, we delivered some 60,000 gallons of oil to various recycling centers. If you choose to change your own oil, please don't try to dispose of it yourself. Call your nearest recycling center or your Saturn retailer for help.



If you were to visit Spring Hill, Tennessee, one of the first things you'd notice about Saturn's manufacturing complex is that you don't notice it. In fact, you can barely see it from Highway 31.



According to the National Weather Service, the average temperature from June to August in Mesa, Arizona, is a toasty 102 degrees in the shade. Our engineers figured any car that can keep its cool on a test track in Mesa ought to be able to sweat through a traffic jam just about anywhere.

Now that you know more about how a Saturn performs, you may care to know how it's built, and by whom.

Of course we know that you're probably not going to buy a Saturn just because it was built in a nice place by happy people. Our cars have to be judged on their technical merits alone—just like any other car.

But the point is, if you happen to find those merits higher on a Saturn, we hope you understand that the reason goes beyond sheer technology. No matter how far removed you may be from the day-to-day labors of American industry, it's comforting to know that the shiny new car you're thinking about buying was produced not in some dank, dark, antiquated facility—but in a clean, airy, ergonomically designed and environmentally conscious complex.

A place where technicians can adjust platforms to their own height and strength levels—meaning they don't have to strain themselves physically to do their jobs.

A place where there's a new type of assembly line, the first of its kind in the United States. You know how a line usually works—the car moves while the technicians labor and move with it. With Saturn's method, technicians ride along with the car on a conveyor belt—a lot easier on both the mind and the body.

As is the technology used to paint the car. It's a sophisticated waterborne system that emits far fewer pollutants than other, more traditional methods. Being so new, Saturn had the opportunity to address environmental concerns—as well as the chance to be more sensitive to consumer concerns. For example, building a car powered by some of the world's latest technology is one thing. But building a car people can depend on is quite another.

We can pretty much guess where your priorities lie. And you don't have to remind us where some automakers have sometimes been known to fall short. All of which is reason enough for Saturn engineers to put the sedans, the coupe, and various components through a grueling total of more than 6,000,000 test miles. This includes taking cars to the desert proving grounds in Mesa, Arizona, to a track with enough variation to mimic virtually every road surface imaginable—from chatter bumps to torsional dips.

Then on to Kapuskasing in Canada, where the average temperature four months out of the year is a nippy twenty below—perfect for testing performance on ice, not to mention cold starting, plus all the heating and ventilation systems.

And finally to England, to the Millbrook Proving Grounds operated by Lotus, for a 100,000-mile independent evaluation. The engineers wanted to see how well Saturns measured up to European driving conditions—lots of hills, switchbacks, narrow roadways, and extended high-speed cruising.

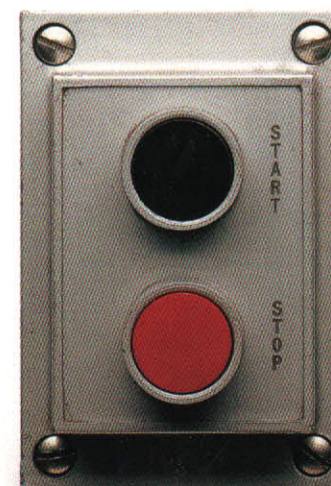
And, of course, all this real-world testing didn't even begin to include what went on in the lab. For example, putting the engine through 72,000 hours on a dynamometer, which frequently entailed forcing the needle up to redline and holding at wide open throttle. Another test involved hoisting the whole car onto a vehicle road simulator, a device that uses computer software to replicate road abuse—more twisting, wrenching, and bumping than you might ever put it through.

In short, Saturn engineers spend an inordinate amount of time devising ways to break what they make—and for good reason.

The better it holds up for them, the better it will hold up for you.



When you erect a manufacturing complex the size of Saturn's, you invariably have to uproot a few trees. You'll be pleased to know that many trees we uprooted in Spring Hill are now taking root elsewhere—around our office complex, at various Saturn retail facilities, or in a nearby nursery.



Yes, it's just a switch. But it symbolizes what we believe will make our cars—and our company—different from those of our competitors. Technicians working on a Saturn assembly line have the right—in fact, the responsibility—to hit the switch and stop the line any time things aren't being done as they should be.

In 1985 Saturn management and labor negotiated the most innovative agreement that the American auto industry has seen in over half a century. The agreement creates a very unique and trusting partnership—which must be why it fits into a folder instead of the usual three-inch-thick binder.



The first car Jim Garrido ever bought was a 1948 Austin. He and three of his college buddies bought the little bubble-shaped antiquity in 1968 for \$50 to carry them the 40 miles from where they lived in Burlingame, California, to West Valley College, where they went to school.

As Jim describes it, they almost kept the Austin running on rubber bands. Things would keep falling off and they'd keep putting them back on. His friends gave up when the rear axle broke, but Jim scrounged up another one at a junkyard and kept it running a little while longer—but not much.

The next car he owned was a bright yellow 1971 Honda N600, the very first Honda automobile sold in America, with a 600 cc motorcycle engine and a sticker price of \$1,300. Next came a Mazda. Then a Nissan. And then, in 1983, a Toyota Tercel SR5—the car that Jim and his wife, Louise, drove for nine years and 90,000 miles, until one sunny January afternoon when it was totaled in an accident. Fortunately no one was hurt.

What you can't help but wonder by now is why, after such good fortune owning all these imports, Jim would go out and buy an American car that he couldn't even look up in the nation's foremost consumer magazine. Actually, by the time Jim and Louise made their way to a Saturn showroom, they had already test-driven and seriously considered a fully loaded Mitsubishi Galant for over \$20,000. They had also looked at a Ford Taurus and spent quite a bit of time behind the wheel of a Toyota Camry. And by and large, they had been disappointed.

The Saturn SL2 seemed to have more power—more “guts” is the way Louise describes it. Moreover, the SL2 came with more standard features than any other car they'd looked at. And it came with one other small but deciding feature—the ability to accommodate a driver who's a little on the petite side. Louise is only five feet and three-quarter inches tall. The Saturn seat adjusted to fit her perfectly, and the slope of the hood actually made it easier for her to see. Granted, she may not be sitting on a leather seat, as with the Mitsubishi. But it's not costing her \$20,000 to sit on it, either. (This year, you can sit on leather seats in a Saturn, too—and it still won't cost you \$20,000.)

But then it wasn't the seats or the price that ultimately convinced this couple to go with the Saturn. Nor was it the options, or even the feel of the engine. It was the people selling the car—or, rather, “not selling” the car. Both Louise and Jim are so put off by high-pressure deal-making that they've actually walked out of dealerships and away from cars they liked, just because of the sales talk.

Louise concedes that maybe the buying experience shouldn't count for that much. But she doesn't like giving that much money to people she doesn't quite trust, and then worrying for days on end if she's been taken, and if so, how badly. Well, this time she didn't worry about getting taken. She liked the car. And the people. And the 30-day/1,500-mile guarantee* to return the car—if anything made her change her mind. Nothing did.

*See retailer for Owner Protection Plan restrictions.





SATURN SL



SATURN SL1 · SL2



SATURN SC



SATURN SL2 · SC

SL/SL1 COLOR COMBINATIONS	
EXTERIOR	INTERIOR
White	Grey Tan Blue
Silver	Grey Blue
Grey	Grey
Beige	Tan
Blue	Grey Blue
Medium Red	Grey Tan

SL2 COLOR COMBINATIONS	
EXTERIOR	INTERIOR
White	Grey Tan* Blue
Silver	Grey Blue
Silver/Grey	Grey
Beige	Tan*
Blue	Grey Blue
Blue Green	Grey Tan*
Blue Black	Grey Tan* Blue
Medium Red	Grey Tan*
Medium Red/Silver	Grey

SC COLOR COMBINATIONS		
EXTERIOR	ACCENT STRIPE	INTERIOR
White	Gold	Black* Tan
	Bright Blue	Blue
Silver	Bright Red	Black*
	Bright Blue	Blue
Silver/Grey	Bright Red	Black*
Beige	Bright Red	Tan
Aquamarine	Silver	Black*
Blue Green	Gold	Black* Tan
Blue Black	Gold	Black* Tan Blue
Black	Gold	Black* Tan
Red	Gold	Black* Tan
Red/Silver	Bright Red	Black*

*Upholstery available in cloth or leather.

ENGINE AND ELECTRICAL		
	SL, SL1	SL2, SC
Availability	SL, SL1	SL2, SC
Engine Type	1.9-liter, SOHC, 8-valve 4-cyl.	1.9-liter, DOHC, 16-valve 4-cyl.
Displacement	1901 cc (116 cu. in.)	1901 cc (116 cu. in.)
Horsepower (SAE Net)	85 hp @ 5000 rpm	124 hp @ 5600 rpm
Torque (SAE Net)	107 ft. lbs. @ 2400 rpm	122 ft. lbs. @ 4800 rpm
Redline	5600 rpm	6500 rpm
Bore & Stroke	82 mm x 90 mm (3.23 in. x 3.54 in.)	82 mm x 90 mm (3.23 in. x 3.54 in.)
Compression Ratio	9.3:1	9.5:1
Fuel System	Fuel injection	Multi-port fuel injection
Valve Train	2 valves per cylinder, chain-driven	4 valves per cylinder, chain-driven
Engine Block	Aluminum alloy with cast-iron cylinder liners	Aluminum alloy with cast-iron cylinder liners
Cylinder Head	Aluminum alloy	Aluminum alloy
Emission System	3-way catalyst	3-way catalyst
Ignition System	Distributorless electronic 12-volt, 85-amp	Distributorless electronic 12-volt, 85-amp
Alternator	12-volt, 525 cold cranking amps	12-volt, 525 cold cranking amps
Battery		
Recommended Fuel	87 octane unleaded regular	87 octane unleaded regular

BODY/SUSPENSION/CHASSIS	
Body Structure	Steel spaceframe
Exterior Panels	Polymer vertical bodyside panels and bumper fascias; galvanized steel hood and trunklid; steel roof
Bumpers	5-mph front and rear
Front Suspension	Independent MacPherson strut lateral link with coil springs and tubular front stabilizer bar
Rear Suspension	Independent tri-link with strut/spring module
Steering Type	Manual rack-and-pinion (SL); variable-effort power (vehicle speed sensitive, rack-and-pinion) (SL1, SL2 & SC)
Steering Ratio	24.4:1 (SL); 18.3:1 (SL1 & SL2); 16.3:1 (SC)
Steering Wheel Turns, lock-to-lock	4.0 (SL); 3.0 (SL1 & SL2); 2.7 (SC)
Turning Circles, curb-to-curb	38 ft. (SL, SL1 & SL2); 37 ft. (SC)
Braking System	Dual-diagonal, power-assisted front disc/rear drum
Front Disc	Ventilated, 9.86 in. (250.5 mm) diameter
Rear Drum	7.87 in. (200 mm) diameter
Wheels	14" forged steel with full covers (SL, SL1); 15" aluminum alloy (SL2, SC)
Tires	P175/70R14 84S Firestone all-season steel-belted radial (SL, SL1) P195/60R15 87H Firestone Firehawk GTA performance steel-belted radial (SL2, SC)* T115/70R14 88M steel-belted radial compact spare *Tire chains may not be used with vehicles equipped with P195/60R15 87H tires.
Exhaust System	Full stainless steel

DRIVETRAIN				
Type	Transverse front-engine/ front-wheel drive, with equal length halfshafts			
Transmissions:	MANUAL		OPTIONAL AUTOMATIC	
	SL / SL1	SL2 / SC	SL / SL1	SL2 / SC
Ratios (:1) 1st	3.077	3.250	2.238	2.526
2nd	1.809	2.055	1.266	1.556
3rd	1.207	1.423	0.811	1.030
4th	0.861	1.032	0.595	0.700
5th	0.643	0.730	—	—
Final Drive	4.060	4.060	4.133	4.133

CAPACITIES		
Engine Coolant	7.0 quarts (6.6 liters)	
Engine Oil	4.0 quarts (3.8 liters)	
Fuel Tank	12.8 gallons (48.5 liters)	
EPA Estimated MPG (City/Highway)		
Manual	28/38 (SL/SL1)	24/33 (SL2/SC)
Automatic	26/35 (SL/SL1)	23/32 (SL2/SC)
EPA Passenger Volume	89 cu. ft. (Sedans)	76 cu. ft. (Coupe)
EPA Cargo Volume	12 cu. ft. (Sedans)	11 cu. ft. (Coupe)

EXTERIOR DIMENSIONS		
	SEDANS	COUPE
Wheelbase	102.4 in. (2601 mm)	99.2 in. (2520 mm)
Overall Length	176.3 in. (4478 mm)	175.8 in. (4465 mm)
Overall Width	67.6 in. (1718 mm)	67.5 in. (1716 mm)
Overall Height	52.5 in. (1334 mm)	50.6 in. (1286 mm)
Track, front	56.8 in. (1443 mm)	56.8 in. (1443 mm)
Track, rear	56.0 in. (1422 mm)	56.0 in. (1422 mm)
Minimum Ground Clearance	5.00 in. (127 mm)	5.00 in. (127 mm)
Curb Weight:		
Manual transmission and optional air conditioning	SL/SL1 2,313.0 lbs. (1,049.0 kg)	SL2 2,407.4 lbs. (1,091.8 kg)
Optional automatic transmission and optional air conditioning	SL1 2,343.0 lbs. (1,062.6 kg)	SL2 2,437.2 lbs. (1,105.3 kg)
	SC 2,402.3 lbs. (1,089.5 kg)	

INTERIOR DIMENSIONS		
	SEDANS	COUPE
FRONT		
Head Room	38.5 in. (979 mm)	37.6 in. (955 mm)
Leg Room	42.5 in. (1080 mm)	42.6 in. (1081 mm)
Shoulder Room	54.3 in. (1380 mm)	53.0 in. (1346 mm)
Hip Room	51.7 in. (1313 mm)	51.3 in. (1304 mm)
REAR		
Head Room	36.3 in. (923 mm)	35.0 in. (888 mm)
Leg Room	32.6 in. (827 mm)	26.4 in. (672 mm)
Shoulder Room	54.3 in. (1380 mm)	51.3 in. (1304 mm)
Hip Room	50.7 in. (1289 mm)	49.2 in. (1251 mm)

A WORD ABOUT OWNER PROTECTION PLAN

MONEYBACK GUARANTEE: All new and unused 1992 Saturn vehicles are eligible for Saturn's Moneyback Guarantee. Within the first 30 days or 1,500 miles of delivery, whichever comes first, the original purchaser may return the vehicle—for any reason—if not completely satisfied with the purchase. In the event that an owner of a new Saturn returns their car, they may select another one or ask for a full refund of the purchase price.

"BUMPER TO BUMPER" WARRANTY: Our "Bumper to Bumper" warranty does precisely what the name implies—covers everything on your new Saturn from the front bumper to the rear bumper for the first 36 months or 36,000 miles, whichever comes first. (Except tires, which are covered separately by Firestone; and battery, which is subject to a prorated charge after 12 months or 12,000 miles.) There are no deductibles, and this limited warranty covers the cost of repairs to correct vehicle defects in material or workmanship during the warranty period. If the vehicle is sold, the balance of the warranty remains in effect for subsequent owners at no additional cost.

CORROSION PROTECTION: Saturns are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through from corrosion for 6 years/100,000 miles. Application of additional rust-inhibiting materials is not required under the corrosion coverage.

24 HOUR ROADSIDE ASSISTANCE: From the moment of purchase, throughout the life of the car's warranty, every Saturn owner is enrolled in Saturn's "24 Hour Roadside Assistance Program." If a problem is experienced, the owner can dial toll free 1-800-553-6000 and Saturn advisors will arrange towing service or other assistance that is needed. If the problem is due to a warranty covered defect, Saturn will pay for the cost of the towing service. New Saturn owners receive an information package in the mail within a few weeks after vehicle delivery that describes this program and includes an ownership card.

See your Saturn retailer or a Warranty and Owner Assistance Booklet for more detail about the terms and conditions of the Owner Protection Plan.

A WORD ABOUT SATURN SAFETY FEATURES

OCCUPANT PROTECTION: Automatic safety belt system with manual lap belt for driver and right front passenger including visual and audible warning system • Manual lap/shoulder safety belts, outboard rear seat positions • Manual lap safety belts, center rear position, sedan only • 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 • Inertia-locking, folding front seatbacks, two door models (manual release) • Safety armrests • Head restraints, driver and front passenger (adjustable) • Break-away inside rearview mirrors • Security door lock and door retention components

ACCIDENT AVOIDANCE: Side marker lamps and reflectors • Parking lamps that illuminate with headlamps • 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, washer and multi-speed wipers • Inside manual day/night rearview mirror • Outside left rearview mirror (right mirror where applicable) • 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 heater and defroster controls • Tires with built-in tread wear indicators • Audible brake lining wear indicators, disc brakes

A WORD ABOUT UPDATED SERVICE INFORMATION

Saturn regularly sends its retailers useful service bulletins about Saturn products. Saturn monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your retailer. To get ordering information, call toll-free 1-800-553-6000.

A WORD 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 Saturn retailer for complete details.

TECHNICAL FEATURES	SEDANS				COUPE
	SL	SL1	SL2	SC	
1.9-liter SOHC 8-valve 4-cylinder engine	■	■	□	□	
1.9-liter DOHC 16-valve 4-cylinder engine	□	□	■	■	
5-speed manual transmission	■	■	■	■	
Electronically-controlled 4-speed automatic transmission with lockup torque converter and driver-selectable performance/normal shift mode switch	□	■	■	■	
Manual rack-and-pinion steering	■	□	□	□	
Variable-effort power steering (vehicle speed sensitive, rack-and-pinion)	□	■	■	■	
Power-assisted ventilated front disc/rear drum brakes	■	■	■	■	
Anti-lock Braking System (ABS) includes 4-wheel disc brakes	■	■	■	■	
Sport-tuned suspension system with front and rear stabilizer bars	□	□	■	■	

EXTERIOR FEATURES				
Dent/corrosion-resistant polymer bodyside panels	■	■	■	■
Black bumper fascias	■	■	□	□
Color-keyed bumper fascias	□	□	■	■
Tinted glass	■	■	■	■
Halogen headlights (retractable SC only)	■	■	■	■
Driver side black mirror (manual)	■	■	□	□
Passenger side black mirror (manual)	■	■	□	□
Dual color-keyed mirrors (manual)	□	□	■	■
14" full wheel covers (specific to each model)	■	■	□	□
15" machine-finished alloy wheels	□	□	■	■
Center trunklid reflex panel	□	□	■	■

INTERIOR/SEAT TRIM				
Reclining front bucket seats with adjustable headrests	■	■	■	■
Driver seat with adjustable lumbar support and cushion height	□	□	■	■
60/40 split fold-down rear seatbacks	■	■	■	■
Cloth/vinyl seat upholstery	■	□	□	□
Full cloth seat upholstery	□	■	■	■
Cut-pile passenger compartment carpet	■	■	■	■
Cargo area carpet	■	■	■	■
Leather-wrapped steering wheel	□	□	□	■

COMFORT AND CONVENIENCE				
	SEDANS	COUPE		
	SL	SL1	SL2	SC
Adjustable steering column	■	■	■	■
Remote hood, trunklid and fuel-filler door releases	■	■	■	■
Rear window defroster	■	■	■	■
Intermittent wipers with 3 variable speed settings	■	■	■	■
Heat/ventilation system with 4-speed fan and rear seat outlets	■	■	■	■
Warning chimes for headlights-on and key-in-ignition	■	■	■	■
Full-length front console with storage and ashtrays	■	■	■	■
Rear seat console with cupholders and storage	□	□	□	■
Glove compartment	■	■	■	■
Front door storage pockets	■	■	■	■
Front seatback storage pockets	□	■	■	■
Coat hooks and passenger assist grips	■	■	■	■
Cargo area light	■	■	■	■
3-way dome light (SL2, SC include delayed shut-off feature)	■	■	■	■
Driver side visor vanity mirror	■	■	■	■
Passenger side visor vanity mirror	■	■	■	■

INSTRUMENTATION				
Standard Analog—110-mph speedometer, 7000 rpm tachometer, trip odometer, fuel gauge and engine coolant temperature gauge	■	■	□	□
Performance Analog—135-mph speedometer, 8000 rpm tachometer, trip odometer, fuel gauge, engine coolant temperature gauge and oil pressure gauge	□	□	■	■

AUDIO SYSTEMS				
AM/FM stereo with digital clock and four speakers	■	■	■	■
AM/FM stereo with cassette, digital clock and four speakers	■	■	■	■
AM/FM stereo with cassette, graphic equalizer, digital clock and four speakers (axial on factory installations)	■	■	■	■
AM/FM stereo with compact disc player, graphic equalizer, digital clock and four speakers (axial on factory installations)	■	■	■	■
AM/FM stereo with cassette and four speakers (available with AM/FM stereo with cassette)	■	■	■	■

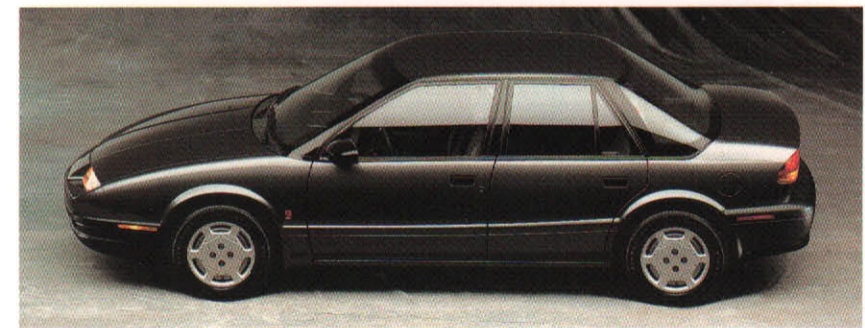
OPTIONAL EQUIPMENT	SEDANS				COUPE
	SL	SL1	SL2	SC	
Leather Appointments—includes leather seating areas, leather-wrapped parking brake grip, gearshift knob and leather-wrapped steering wheel. (Requires SL2 or SC Package B)	□	□	■	■	
Air conditioning (Prep kit required for retailer installation)	■	■	■	■	
Special alloy wheels	□	□	■	■	
Rear spoiler	□	□	■	■	
Power sunroof with tilt-up feature, inner sliding shade and dual map lights	□	■	■	■	
Cruise control (SL requires air conditioning prep kit and/or anti-lock braking system for retailer installation)	■	■	■	■	

PACKAGES				
SL1 Package A—includes power door locks and manual passenger side mirror.	□	■	□	□
SL1 Package B—includes power door locks, power passenger side mirror, power windows and cruise control.	□	■	□	□
SL2 Package B—includes air conditioning, power door locks, power passenger side mirror and cruise control.	□	□	■	□
SC Package B—includes air conditioning, power door locks, power passenger side mirror and cruise control.	□	□	□	■

KEY ■ Standard Equipment □ Not Available ■ Factory Package ■ Retailer Installed Accessory ■ Factory Installed Option



SATURN SL



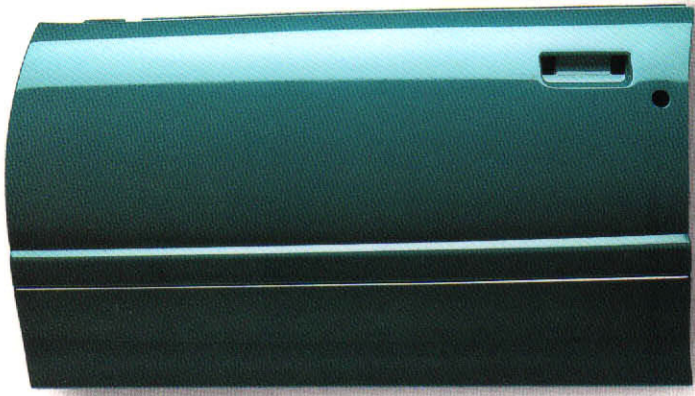
SATURN SL1



SATURN SL2

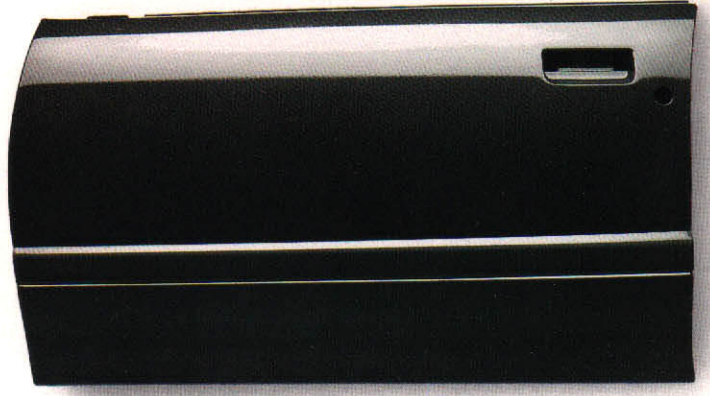


SATURN SC



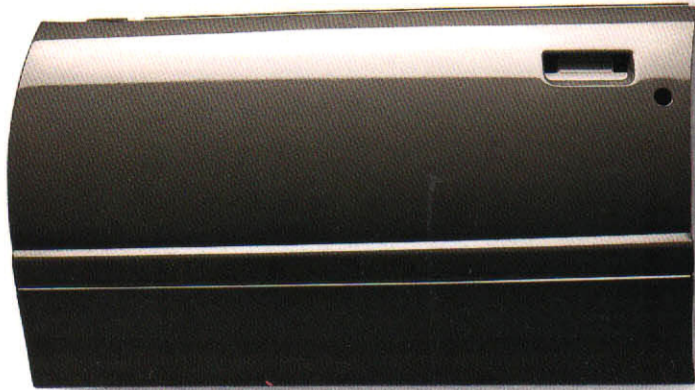
AQUAMARINE

SC



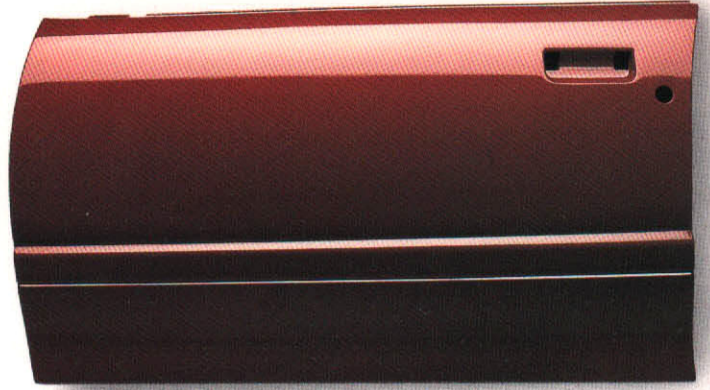
BLACK

SC



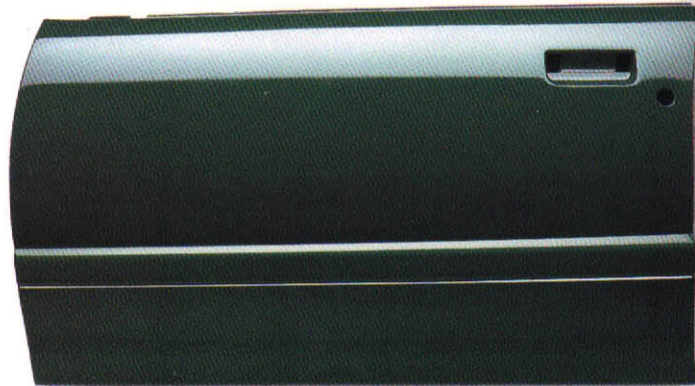
GREY

SL · SL1



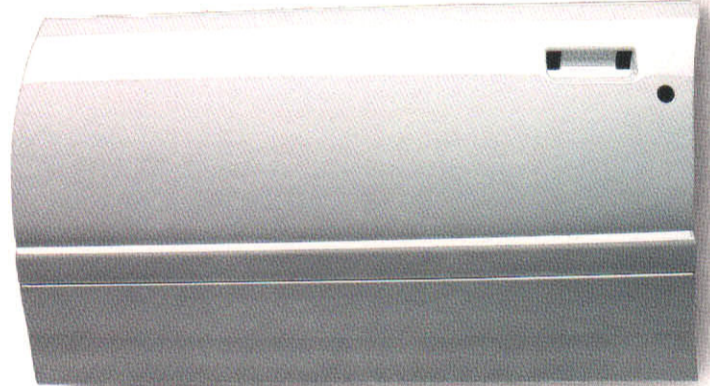
MEDIUM RED

SL · SL1 · SL2



BLUE GREEN

SL2 · SC



WHITE

SL · SL1 · SL2 · SC



SILVER

SL · SL1 · SL2 · SC



BEIGE

SL · SL1 · SL2 · SC



BLUE

SL · SL1 · SL2



RED

SC



BLUE BLACK

SL2 · SC

