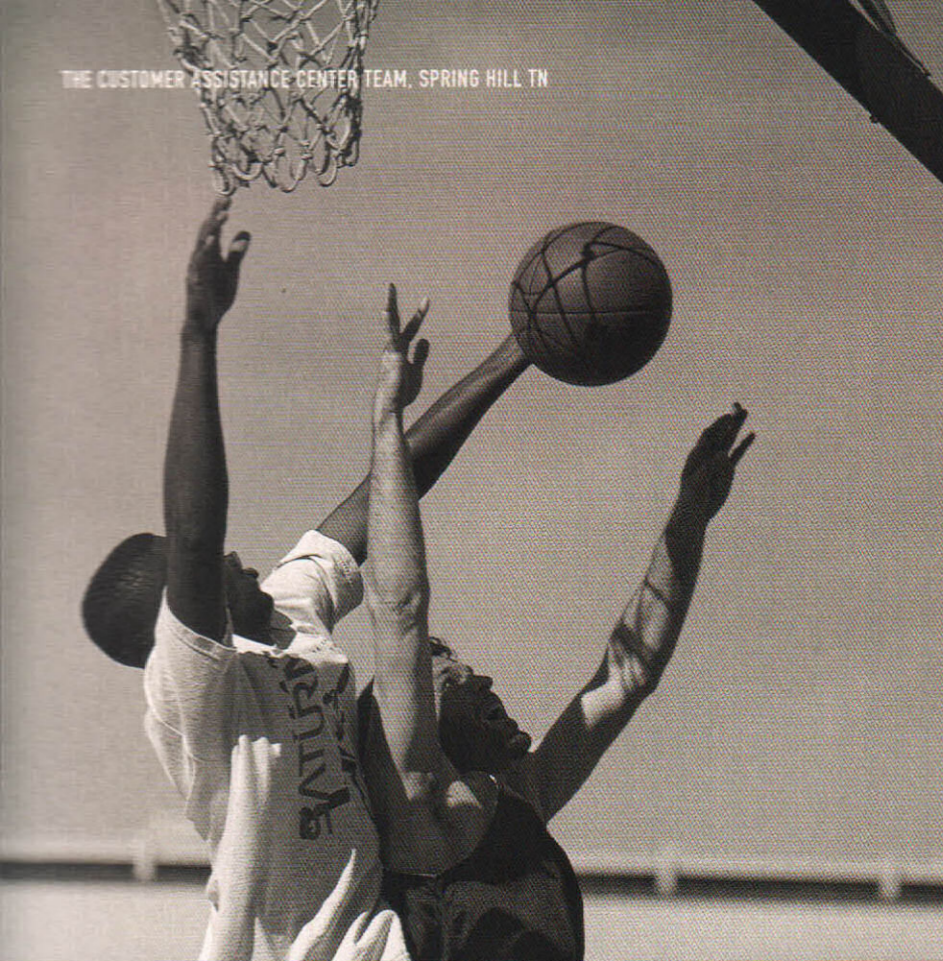


A MOMENT IN TIME

98
SATURN MY1998

THE CUSTOMER ASSISTANCE CENTER TEAM, SPRING HILL TN



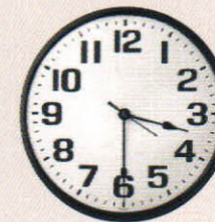
ON THE 200-MILE DURABILITY TEST ROUTE, LOS ANGELES CA



POLYMER BODYSIDE PANELS, SPRING HILL TN



CHASSIS ENGINEER CHRIS BERUBE, MILFORD MI



Welcome.

We know that choosing a new car is a pretty big decision. And we thought it might help if you could see, from start to finish, the things that go into making a Saturn truly unique. The tangible things, like dent-resistant bodyside panels, along with the intangibles, like teamwork, taking responsibility for our product, and taking intelligent risks to improve what we do.

Three-thirty in the afternoon isn't any more remarkable a time of day than any other in the world of Saturn. It's not any less remarkable a time, either. It just serves as a window through which you can see that on a good day, or maybe more importantly, even a bad day, people at Saturn are putting their best work and thought into our cars. After all, that's what we believe makes us—and owning a Saturn—really different.

98
SATURN MY1998



SPRING HILL TN



At some car manufacturers, there are separate cafeterias for management and UAW members. At Saturn, all team members can sit down at the same tables for lunch every day—and for meetings like this one with a few of the Saturn Electrical Control Engineers.



Dent- and corrosion-resistant polymer bodyside panels are one innovation that makes Saturns different. Two to four times more resilient than steel, the panels are hand-fitted by Door Assembly team members like Joe Watson, shown here. "You need 200 hours of training to learn this job," says Joe Caldwell of the Door Assembly Team. "We take it seriously. After all, the first thing a customer does is open the door of their new car."



A large part of reinventing the way we made cars was reinventing the technology. For example, we're the only car manufacturer to use the environmentally friendly method of lost-foam casting on such a large scale to make our aluminum and steel powertrain components.



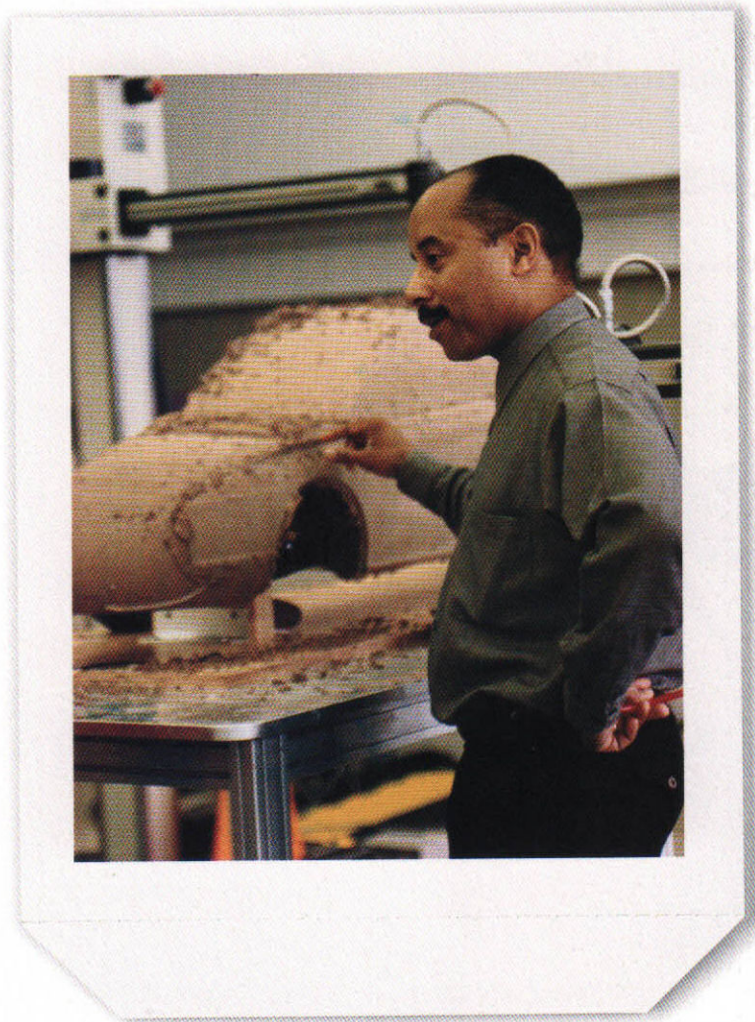
AT OUR PLANT IN SPRING HILL, THERE ARE NO FOREMEN.

Nobody punches a time clock. And people depend on each other to get the job done. Now, what does this have to do with the folks in the photo to the right climbing those high wires? Well, one of the ways we develop teamwork is on the Spring Hill Excel course. The program gives Saturn team members (from the 8,464 people who work at the plant to Saturn retailers worldwide) a chance to take risks and support one another—not really so different from what they do on the job every day.

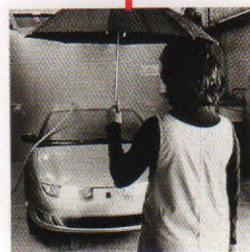
At Saturn, teamwork isn't an abstract idea—it's the way people do things day in and day out. It's not always easy. It comes with a lot of responsibility and plenty of healthy disagreement. Each team operates a little like an independent small business, with team members managing themselves to reach consensus on issues that affect them. Working this way, people take a lot more pride in what they do, and that shows in the way the cars are crafted. As one team member says of other plants he's worked in: "We call that the old world. Saturn is the new world. Here, we help each other out, on and off the Excel course."

JUST ACROSS HIGHWAY 31 FROM THE FACTORY, SATURN TEAM MEMBERS MAKE THEIR WAY ACROSS THE CROW'S FOOT ON SATURN'S EXCEL COURSE GROUNDS.





IN THE DESIGN STUDIO, CHIEF DESIGNER ED WELBURN POINTS OUT SOME FEATURES ON A CLAY MODEL. ONE OF THE MANY WAYS SATURN DESIGNERS WORK OUT THEIR IDEAS.



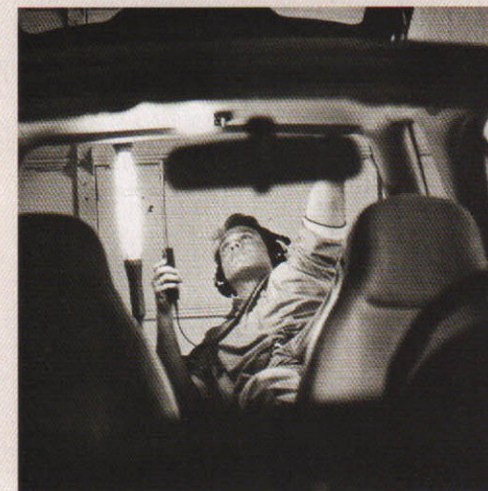
"We based our specs on the heaviest five-minute rainfall in the last 100 years," explains Betsy Chisholm, who spent five years drenching Saturns with the shower system she rigged up. Why? To improve water management, something you don't think about until you open your car door or trunk in the rain, and water trickles in. "We're one of the best in the industry now," adds Betsy.



PART OF CREATING A DIFFERENT KIND OF CAR COMPANY WAS, of course, designing a different kind of car. Starting from scratch on a distinctive Saturn look, and working with polymer instead of steel, we had the freedom to completely rethink things. It started here in the Design Studio, where a group of talented people continue to rethink and revolutionize how American cars are designed. In the studio, the people who design the outside of the car sit right next to the people who design the interior. Common sense, really, and one reason why Saturns feel so comfortable and intelligently put together.

"We also work very closely with the manufacturing folks in Spring Hill," says Chief Designer Ed Welburn, "so people aren't just focusing in on their own little part of the car." Saturn designers get a lot of owner feedback as well. "Customers challenged us to create Saturns with even more excitement," adds Ed. Which explains the good looks of the coupe they're working on in the studio today.

"Squeak and Rattle" Engineer Jim Galovich works with the SWAT team at the plant in Spring Hill (that's Squeaks and Water Audit Test team). The tiniest noise inside a car will irritate Jim long before anyone with normal ears would ever even notice. Jim discusses vehicle development issues almost daily with his counterparts, Paul Scherer in Arizona and Jeff Corkins in Michigan (see below). Together, they make sure that from design to engineering to the moment a Saturn rolls off the line, it's as squeak-, rattle- and vibration-free as can be.



"You gotta be a contortionist to do this," says Pleasability Engineer Jeff Corkins. Armed with a flashlight, video camera and stethoscope, Jeff pokes around in the nooks and crannies of Saturns in development, looking for the source of any buzzes, squeaks or rattles his super-sensitive ears pick up. When he finds one, he doesn't stop until he figures out how to silence it. Lucky for us, and for Saturn owners, Jeff's a bit of a perfectionist.

Saturn's smart automatic transmission has over 30 patents to its credit. But that doesn't keep Product Engineer Tracey Myers and her team from tinkering with it. They're now reviewing a new filter that will keep the transmission control solenoid valve cleaner, which will help keep the transmission running smoothly.



SATURN SL1



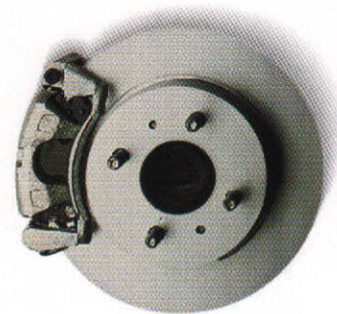
SATURN SL1

We built a lot of common sense into our SL1 sedan, along with a lot of standard features you might not expect to get at such an economical price. There are things you'll notice right away, like daytime running lamps, a tachometer, dent-resistant polymer bodyside panels and a rear window defogger. Then there are those things you won't see until you've been on the road in your SL1 for awhile, like how easy it is to service and how inexpensive it is to own. That's why, along with being named The Best Overall Value in their class, our sedans were recently rated as having the lowest maintenance and insurance costs of any compact sedans.* In other words, with the SL1 you get what you want without paying for what you don't need—and you still enjoy a smooth ride and nimble handling.

The 1.9-liter single-overhead-cam sequential-port fuel-injected engine delivers 100 horsepower @ 5,000 rpm.

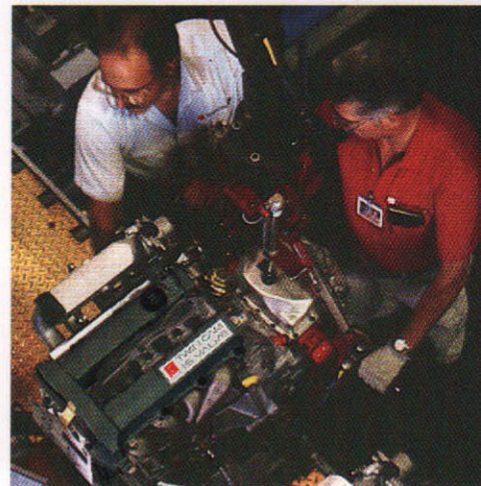
Estimated EPA fuel economy 28 mpg/city and 39 mpg/highway, manual transmission.

Front-wheel drive delivers excellent traction, which is especially helpful in wet weather.



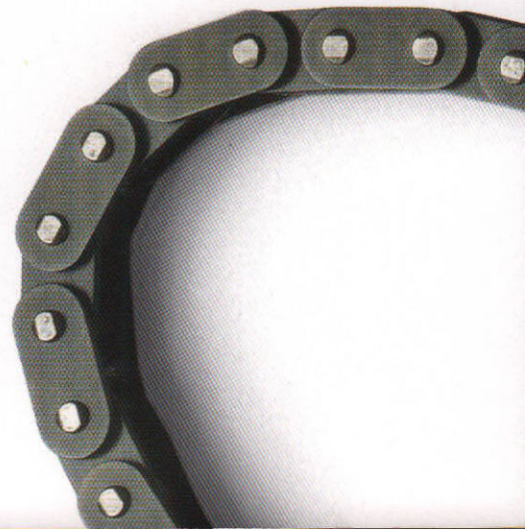
With intelligent wheel-speed circuitry and sophisticated software, Saturn's optional anti-lock braking system optimizes brake pressure no matter what road surfaces you encounter, and helps you steer and stop accordingly.

A Saturn's exhaust system is made from durable, long-lasting stainless steel that's guaranteed to resist damaging corrosion. That means your Saturn's emissions will stay low years down the road.



Saturn engines are torque-heavy, and designed to deliver plenty of power even at low rpm. (The single-overhead-cam engine gets 90% of usable torque at just 1,200 rpm.) To see what we mean, just step on the gas pedal when the light turns green.

Every Saturn has a tough, long-lasting steel timing chain. Why steel? One reason is that rubber timing belts break more easily. And when they break, they can cause bent valves and costly engine work (never mind the belt's replacement cost).





MESA AZ



"Out here, things go to heck faster," says Solar Exposure Lab Manager Tom Wall about what happens to cars in desert heat. To speed their trip, we place interior vinyls, fabrics and plastics in one of 275 "hot boxes," which rotate to follow the sun. Saturn's polymer bodyside panels are also exposed to the scorching sun. Not only does the final clearcoat flex with the panels to make them chip resistant—it also shields against UV light to help resist oxidation and protect the finish from the ravages of things like tree sap, acid rain and incontinent birds.

To make sure that our optional anti-lock brakes and the traction control that goes with them work just fine, they're tested in fast stops on wet, super-slick basalt tiles. As Test Analyst Ernie Arvayo (driving the SWT below) explains, "Saturn engineers patented a new way to provide traction control, something that's usually available only on far more expensive cars."



LOOK AT ANY COLOR-CODED WEATHER MAP from April through October, and Mesa, Arizona, will usually be shaded bright red. Temperatures soar above 115 degrees for months at a time out in the desert, making it an ideal place to see how Saturns hold up in the heat. Here, the cars can be driven 24 hours a day, six days a week. And everything is tested, from the powertrain control module that keeps the engine and transmission in constant communication, to the turn signal lightbulb. "Guess you could say we try to destroy the cars," says Paul Scherer, Engineering Manager at the Mesa proving grounds. "So far, we haven't succeeded."

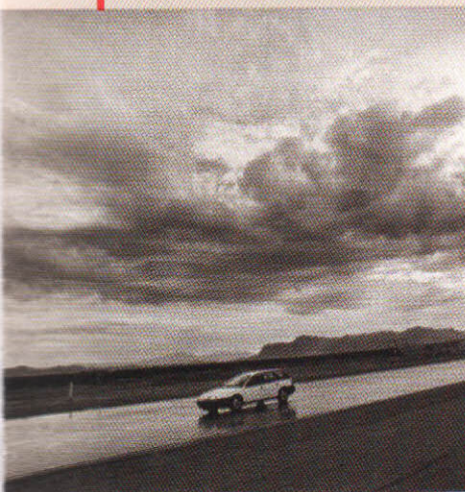
Mesa is just one of the places Saturns are taken on durability schedule rides. They're also driven up and down the steep, winding roads of Pikes Peak in Colorado, pushed to the limit in humid Florida and overworked in the frozen north of Kapuskasing, Canada, where winter temperatures regularly drop to 30 below.

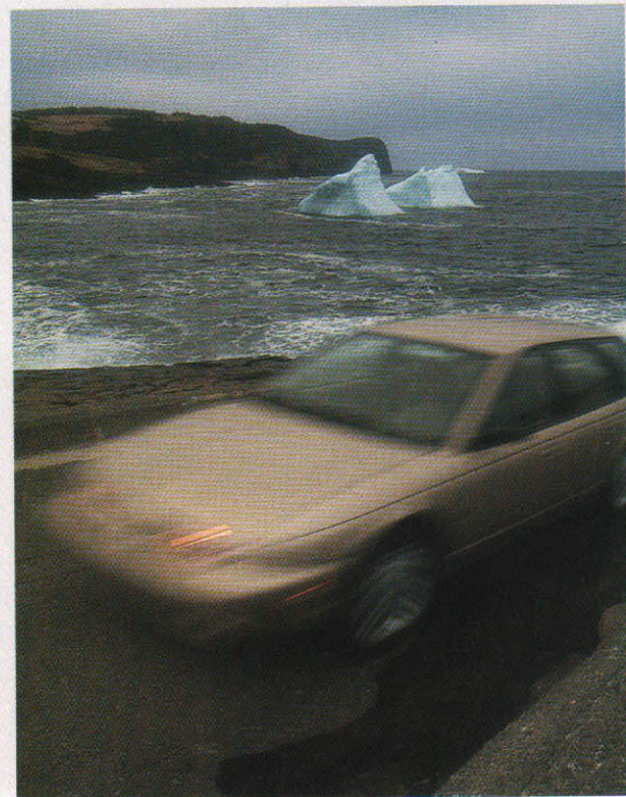


Electronics Technician Randall Prockish has been testing modified Saturns on trailer dynamometers for six years in Mesa, and still hasn't managed to overstress an engine. "And I've had the coolant up to over 246 degrees," says Randall.



SATURNS ARE PUT THROUGH THEIR PACES FOR HUNDREDS OF MILES IN MESA, ARIZONA, WHERE TEMPERATURES OFTEN EXCEED 115 DEGREES.





OUR CORROSION-PROOF POLYMER PANELS ARE PUT TO THE TEST IN THE SALT-LADEN ARCTIC AIR OF ST. JOHN'S, NEWFOUNDLAND, CANADA.



Besides such tortures as grit and mud pits, Saturns must endure test runs through a 50-foot-long water trough at Milford to make sure the engine functions properly in wet conditions. On this run, the water deflection system's secure seals made sure that, once again, damaging water didn't manage to sneak its way into the engine.

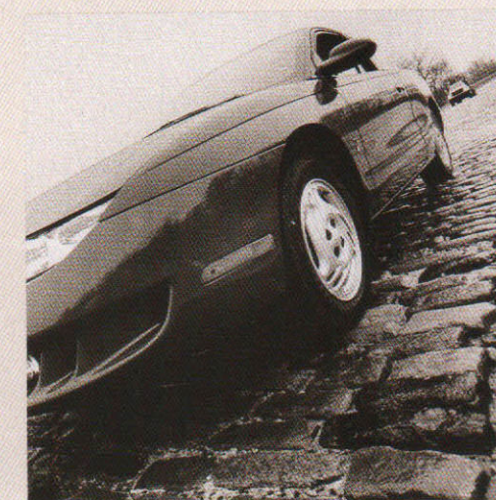
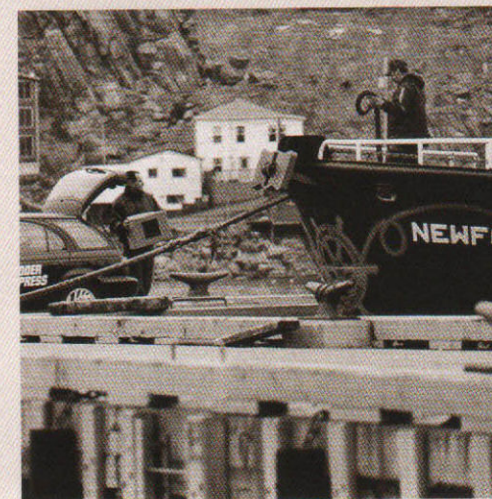
NOT ALL SATURN TESTS TAKE PLACE IN A CONTROLLED SETTING. In fact, we could never duplicate the kind of dramatic weather conditions that make Newfoundland, Canada, the perfect real-life proving ground for Saturn. In St. John's, freezing Arctic air, briny fog and 90 tons of road salt per mile per year combine to test any car's endurance. Locals often comment that Saturns seem to be made especially for the island, as the polymer panels are virtually impervious to the corrosive environment. They're so fond of the cars that the Newfoundland retailer is hard-pressed to keep Saturns on the lot for any period of time.

In January, 1996, 12 Saturn owners in St. John's agreed to let us install new chassis components as part of our philosophy of continuous improvement. Christine Kazewych, a Vehicle Test Engineer from Michigan, visited the island recently to see how the components performed. She found that they held up beautifully. Chances are, if those chassis components hold up in Newfoundland, they'll do well practically anyplace.

Fighting the commute traffic of Los Angeles, Saturns are test-driven on a 200-mile route that runs from the beaches of Ventura to the Santa Monica boardwalk to snaking Mulholland Drive. Trained test-drivers keep careful records of how the car performs in heavy stop-and-go traffic, and on the special drainage grooves of L.A. freeways.



Averaging about 5,000 miles a month, Mike Pittman drives one of our field durability test cars all over Newfoundland for a St. John's courier company. It's just one of the cars we arrange to monitor with high-mileage business drivers all over the U.S. and Canada, so we can see how Saturns do in tough real-life conditions. And the real-life conditions in St. John's can reduce parts of an ordinary car to scrap metal in no time. After Mike's done with the 1996 wagon, we'll bring it back to Michigan, take it apart and see how it held up.



After they jolted tanks to pieces in World War II, these hand-cut Belgian paving blocks were shipped to the States as ballast on ships, then used to surface Chicago streets. They finally ended up here at Milford, where they're also affectionately known as the "bladder blocks." To ensure a smooth ride, Saturns are driven over this punishing surface to test the chassis and suspension elements.



SATURN SL2

These days, your life may fit better into four doors than two, but you shouldn't have to sacrifice aesthetics for practicality. With the SL2, you can still enjoy driving a sportier car, and the roomy interior means that now you can bring clients, antiques or sports equipment along for the ride. Our top-level sedan gets its performance and power from a zippy, torque-heavy, 1.9-liter 16-valve engine that makes even uphill driving a breeze. The optional automatic transmission delivers nearly imperceptible shifting, while the sport-tuned four-wheel independent suspension creates a surefooted, road-hugging ride. It's just the kind of smart thinking that gives the SL2 one of the highest resale values of any compact car around.*

Dual-overhead-cam engine delivers 94% of usable torque at a low 2,400 rpm.

Estimated EPA fuel economy 26 mpg/city and 36 mpg/highway, manual transmission.

91 cubic feet of airy, open interior space.



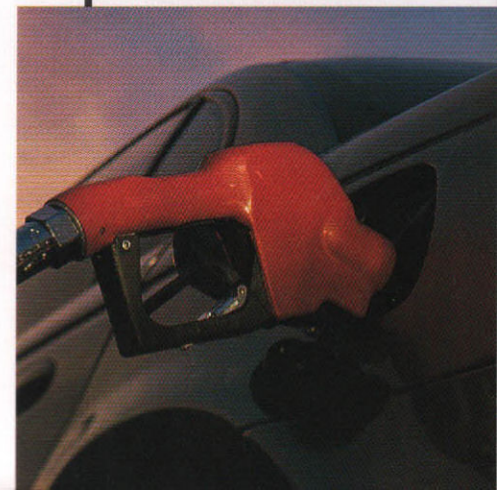
Dent-resistant polymer bodyside panels are still among Saturn's more remarkable automotive innovations. They're recyclable, resilient, and fend off tree sap, ultraviolet light, nicks, dings and corrosion to stay looking glossy and good as new.

Our adjustable child-safety seat-retention mechanisms make it easy to install child seats in the rear (where kids should always sit) and cinch the belts snugly. Standard on all Saturns.



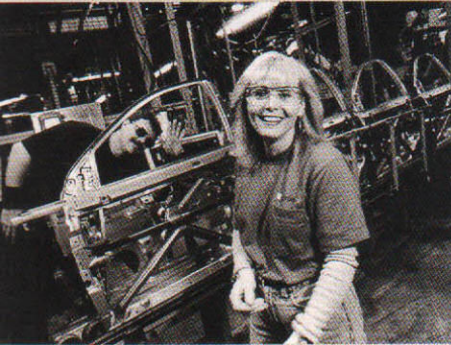
With some 30 patents to its credit, our smart, electronically controlled four-speed automatic transmission uses an elegant computer algorithm to execute ultrasoft shifts, regardless of road or weather conditions. It's also nearly as fuel efficient as its five-speed manual counterpart.

New this year on all Saturns is a fuel vapor recovery system that collects fumes while you're filling the tank—and keeps them from escaping into the environment when you're driving.



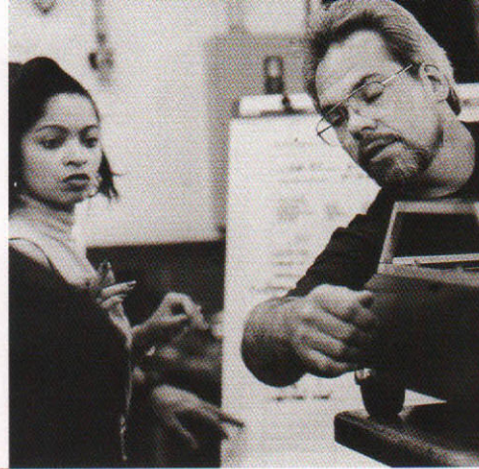


SPRING HILL TN




Team member Cheryl Pollack has a very important task. Working with a robot, she helps install and weld the steel side-impact beams that fortify all Saturn doors. These steel beams help Saturns meet federal Dynamic Side Impact standards. Coupes also get side-impact beams in the rear quarter-panels.

Every Saturn team member participates in 92 hours of training a year, and the efficiency exercise shown here is one of the most memorable parts of that training. A simple model car is built using inefficient methods as class members look on. They'll identify the types of waste they see, whether it's improper tools or excessive walking, then redesign the process to make it more efficient—just as they will in their own jobs.



When Saturn team members have ideas about how to make their jobs more efficient, one of the places they can go is Bob Vea's wood shop in the Workplace Development Center. He'll help engineer their ideas into anything from ergonomically correct screwdrivers to a better way to install fuel tanks.

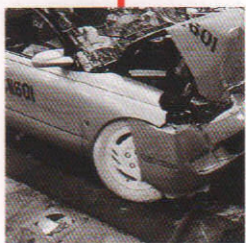
 **RACE CAR TECHNOLOGY MAY NOT BE THE FIRST THING** that comes to mind when you think of Saturn, but our cars have at least one idea in common with those million-dollar Formula 1s. It's the spaceframe, a reinforced structure that's the sturdy skeleton of every Saturn. Our steel spaceframe is different than traditional unibody construction, where the frame and body panels together form the structure. Hiding just beneath (and separate from) those sleek polymer panels, the Saturn spaceframe helps maintain the car's structural integrity in a crash. It's built with front and rear crumple zones, which help to absorb and isolate impact energy so less transfers to the passenger compartment. The overall objective is to sacrifice the crumple zones when necessary, and keep the passenger compartment intact. The spaceframe also makes a Saturn simpler to repair after an impact, since the polymer panels may easily be removed, and damaged spaceframe sections can sometimes be cut out and replaced.

AROUND THE CLOCK, 37 HARDWORKING ROBOTS MAKE MORE THAN 3,000 PRECISE WELDS THAT HOLD TOGETHER THE STEEL SPACEFRAME—THE SKELETON OF EVERY SATURN.





WIRED UP TO COMPUTERS AND CAMERAS, AN SC2 IN THE MOMENTS JUST BEFORE A FRONT-IMPACT CRASH TO TEST SATURN'S NEW REDUCED FORCE AIR BAGS*

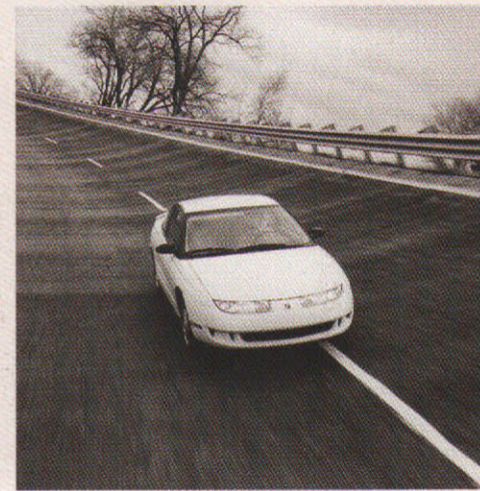


"We've always been conscious of the deployment rate of our air bags," explains Saturn Safety Engineer Dave Snyder. With recent changes in federal safety regulations, we've been able to further reduce the force of the bags' deployment without compromising overall safety and performance.



CRASH TESTS TAKE MONTHS OF PLANNING, yet each gives us one crucial second's worth of life-saving data. The moments just before the main event have the same heightened tension you might feel before a space shuttle launch, with the same kind of pressure to perform the test perfectly. Above, Crash Test Coordinator Ron Tedesco prepares to test Saturn's new Reduced Force Air Bags* for 1998. Typically, cameras are mounted in, on and around the car. And a mass of sensors collects data from both the car and its very important occupants—in this case, two Hybrid III crash dummies—and transmits it to a computer. In barrier tests like this one, the car hurtles down a 395-foot corridor to collide with a reinforced concrete wall at 35 miles per hour. Ron will help perform numerous crash tests to validate various aspects of a Saturn design, and, we're happy to say, he's a stickler for details. "I own a Saturn myself," says Ron, "and so do most of the people on the crash team. That tells you something."

"I'm not going to lie to you," confesses Chassis Engineer Chris Berube, "this is a lot of fun." When he's not in the office figuring out how to perfect the balance between the handling and ride of our cars, you'll often find him driving around the high-speed oval track looking for ways to fine-tune his work. Chris is one of the team members responsible for the precise, nimble handling that makes Saturns so fun to drive. Today, he's checking out the on-center steering feel of a new coupe.



For close to 15 years now, W.D. Smith's been teaching a driving course called Limited Handling to everyone from custodians to police officers to engineers here at Milford. W.D. says he enjoys using Saturns when he demonstrates the right way to correct a skid, or how to recover after going off the road. "I like the way a Saturn handles," says W.D. "It's a very balanced automobile, it's very responsive. And it's a very forgiving car. You could say it's got it all in a small car."



After they endure the tough crash tests we put them through, these Hybrid III anthropomorphic test devices return to their home in the dummy hospital, where they're recalibrated. They may not look sensitive, but each one is rigged with over \$100,000 worth of instrumentation. We use Hybrid III dummies because they're far more humanlike than earlier generations. Here, Crash Test Coordinator Ron Tedesco checks a dummy for an upcoming test. "We always want to know how the dummies did," says Ron. "It doesn't matter how the car looks if the dummies didn't do well."



*See page 35 for more information.

SATURN SC1



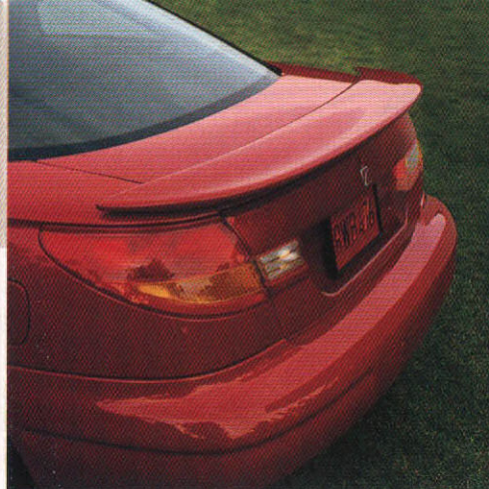
SATURN SC1

If your adventurous side's been dreaming of driving a sleek, shiny sports car, but your practical side has a few reservations, take a look at the SC1. With styling that's sculpted and aerodynamic outside, airy and open inside, it's our most affordable coupe. A spirited yet efficient engine and four-wheel independent suspension make the SC1 just as much fun to drive on city streets as on winding highways. Add the optional electronically controlled automatic transmission and anti-lock brakes with traction control (not to mention the great gas mileage) and you've got a sports coupe that your logical and emotional sides can finally agree on.

An estimated EPA fuel economy
28 mpg/city and 39 mpg/highway,
manual transmission.

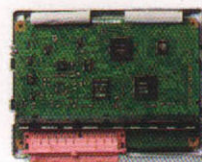
•
Front and rear consoles
provide a cupholder for
each passenger.

•
A spacious 11.4 cubic feet of
cargo room in the trunk.



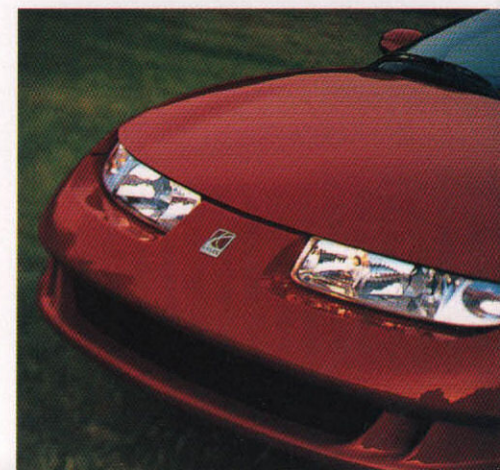
An aggressive, efficient rear spoiler is optional on the SC1 and SL2 (standard on the SC2), and adds an even sportier look—while helping to improve aerodynamics.

Known as the "brain behind the 'train," Saturn's powertrain control module is the computer that makes sure all the main systems (engine, automatic transmission, anti-lock brakes, traction control, cruise control) are working in sync.



Saturn's dipsticks are color-coded to tell you exactly where to check your fluids—not to mention letting you know which is which (yellow for oil, red for transmission fluid).

Daytime running lamps are a precaution to help drivers see one another coming. The lamps go on and off automatically with the ignition, and use 35 percent less energy than regular headlights.





NASHUA NH

Many Saturn owners get an invitation to stop by their retailer's after they've purchased their car. These new owner clinics provide a professional's-eye view of what's under the hood, and owners can ask questions about how to best maintain and service their Saturns. Almost always, the answers are served up with refreshments.



SATURN RETAILERS OFTEN TAKE AS MUCH INTEREST in the community around them as they do in Saturn owners. Take Saturn of Nashua. Three years ago, the New Hampshire retailer formed a very special relationship with nearby Charlotte Avenue Elementary School through a national program called Partners in Education. "It's not a financial arrangement, where you throw money at the school," says Sales Manager David Cadorette. "The partnership is meant to show children how the lessons they're learning in school relate to the real world."

Every week, several Nashua sales consultants go to a class they've adopted for the year, and read to the kids for an hour. They've brought the cutaway car over to the school for safety classes, and invited Saturn engineers from Michigan to talk to Charlotte Avenue students about how we recycle polymer panels. In turn, the children have filled a corner of the showroom with artwork and projects related to this year's Earth Day event: a walk through the protected Pennichuck wetlands, behind the retail facility. Guided by biology professor Richard Harrington and Sales Consultant Scott Estes, 30 students even did some science projects right on the spot. Explains Cadorette, "We wanted to show the kids how businesses like ours can coexist with nature without harming it."

There's a cutaway car at most Saturn retailers, a hands-on exhibit that lets our guests touch and see some of the very intelligent features that hide just below those resilient polymer panels.

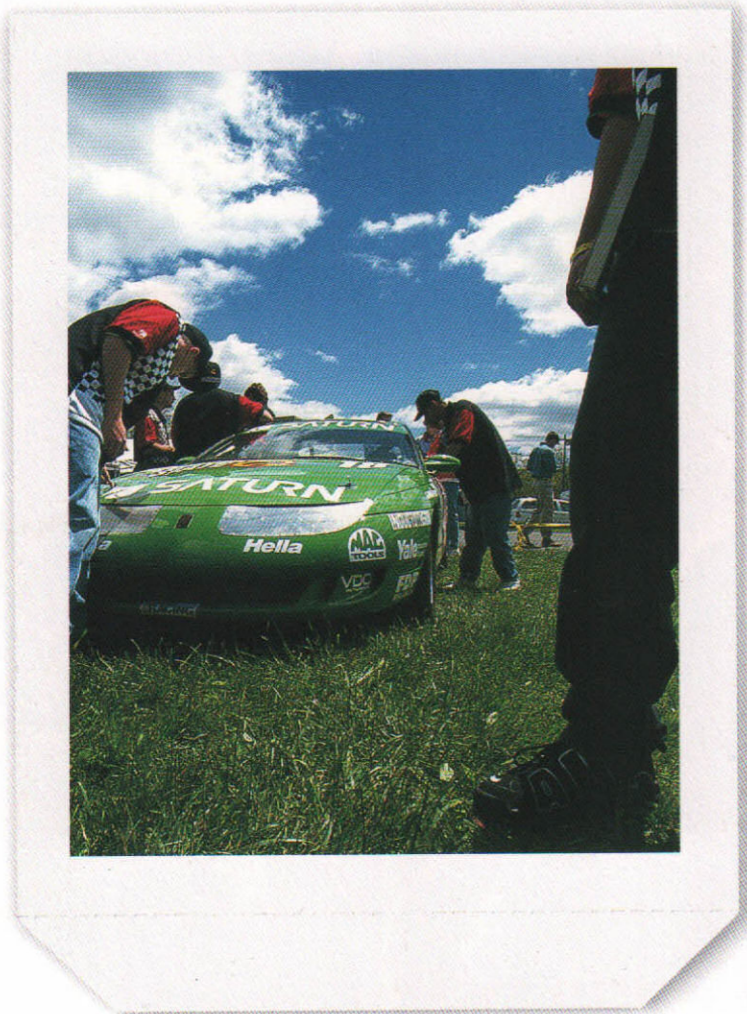


With the flat-tow hitch that's available from Saturn retailers, it takes only minutes to hook up or unhitch your Saturn to an RV. When you flat-tow, you don't put any extra miles on your car's odometer. And the unobtrusive hitch plate is barely visible under the front of your Saturn when it's not in use.



STUDENTS FROM CHARLOTTE AVENUE ELEMENTARY SCHOOL, OUT ON A GUIDED NATURE WALK IN THE PROTECTED WETLANDS BEHIND SATURN OF NASHUA.





ICY TEAM MEMBERS JOSÉ MATOS, ROBERT STEM, EDWIN BAEZ, LUIS ALVARADO AND CHRIS PERSAUD HELP PREP A MODIFIED SATURN RACE CAR FOR THE SCCA WORLD CHALLENGE™ TOURING 2 DIVISION AT LIME ROCK PARK.



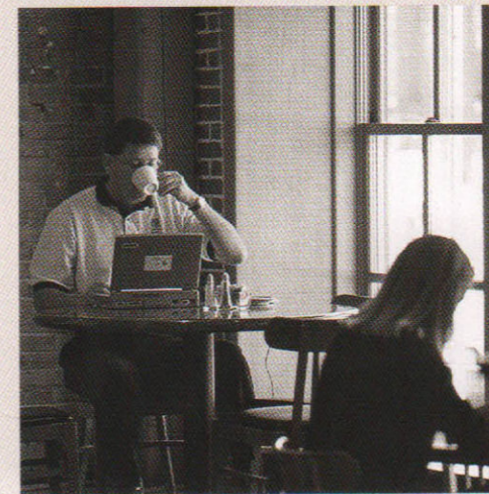
Saturn retailers across the country have helped out the ICY racing team by hosting events and arranging visits to local schools and youth groups, where Dave Rosenblum has talked to over 10,000 kids. Saturn has proudly sponsored this remarkable program since 1991.



DRIVING MODIFIED SATURN RACE CARS, DAVE ROSENBLUM and the kids who work with him on the Inner City Youth (ICY) Racing Team have beat out such competitors as Honda Preludes and Acura Integras at tracks all over the country. But it's nothing compared to the odds they've overcome in their daily lives. In 1984, Rosenblum was a recovering substance abuser, trying to keep the sport he loved in his life. "My idea was a program where inner-city kids would be my pit crew. I'd have to stay clean and sober as a role model for them." Since then, more than 85 kids from Edison High School in a tough North Philadelphia neighborhood have gone through the program.

Dave selects kids who get good grades and stay out of trouble. Team members meet regularly, learn the hard work of prepping and maintaining cars, and travel to races. They also get a vision of a different way of doing things. "At first, it was hard. I was about to quit the team. But then I realized it's a great opportunity," explains José Matos. "I deal with problems differently now, not just with cars, but with people. With Saturn and our crew, you learn about giving and getting respect."

When you bring your car in for regular maintenance (or if something's acting up), computer diagnostics help Saturn service technicians pinpoint potential trouble spots. They simply plug the diagnostic computer into the car's powertrain control module, and learn what's needed to get things running smoothly. The service-bay computer is hooked up to our Technical Assistance Center database, so if the service technician needs to, he or she can call up the team that designed the component in question and resolve the problem.



Naturally, we have a Web site—and you're invited to visit us at www.saturn.com, where you'll find our Interactive Pricing Center. So you can do a little research and even get the M.S.R.P. on your car with all the options you want. Saturn of Northwest Arkansas was one of the first Saturn retailers to create its very own Web site to reflect their store's unique character. Like other Northwest Arkansas sales consultants, Jon Holbert likes to access their site remotely every so often to see who's e-mailed lately.



Preschool children from the Haight-Ashbury Cooperative Nursery School take a spin at the nearby Saturn Playground in San Francisco. The folks at local Saturn retailers funded and built the playground, which is one of nearly 100 across the country created by retailers, team members and owners working together.



SATURN SC2

When our engineers created the SC2, they challenged themselves to find the perfect balance of responsive handling and full-on power. The torque-heavy, 1.9-liter 16-valve engine and five-speed, close-ratio manual transmission offer adrenaline-pumping performance, a light clutch feel and optimal shift control. With the sport-tuned four-wheel independent suspension and long wheelbase, you get a ride that grabs the road even on mountain switchbacks. Along with handling that makes the SC2 a joy to drive, a sleek, aerodynamic profile, foglamps and leather-wrapped steering wheel give it a classic sports car's rambunctious, fast-forward character. And just like those high-priced foreign coupes, it has a driver-oriented cockpit and a backlit instrument cluster complete with an 8,000-rpm tachometer.

Saturn's most aggressive engine,
delivering 124 horsepower
@ 5,600 rpm.

Leather-wrapped
steering wheel is standard.

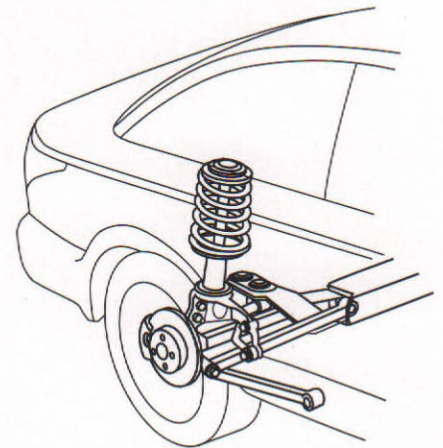
The SC2's Firehawk GTA
performance tires were designed by
Firestone especially for Saturn.



With the optional Saturn Security System, you may qualify for the maximum insurance discount for a car alarm. That's because your retailer can program the passive arming feature to automatically set the alarm if you forget. You can also unlock all the doors on your Saturn remotely with the system. And if anyone tries to start your car while it's armed, the engine is disabled for 15 minutes (or until you disarm it).



Saturn's sport-tuned four-wheel independent suspension will help keep your tires gripping the road, even on hairpin curves. You'll find true MacPherson struts in the front, and an optimized tri-link in the back.



If you find yourself in a tight spot, Saturn's variable-effort power steering always offers just the right touch of assistance for squeezing out of a cramped parking space—or for twisting down a country road. (Standard on the SL2, SC2 and SW2.)



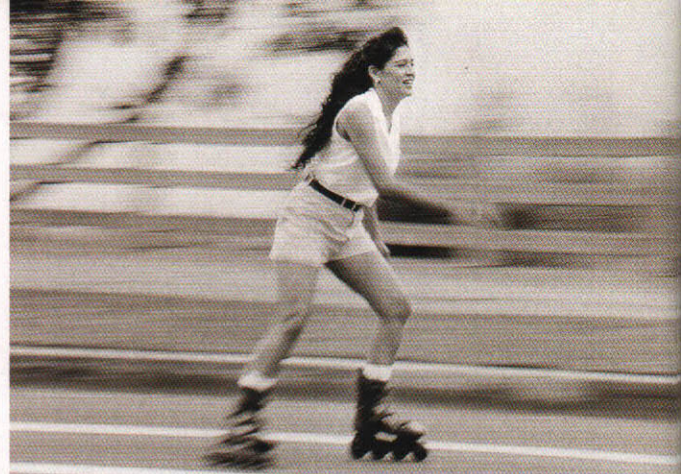
Every Saturn has an easy-to-read, backlit instrument cluster. Its full set of gauges instantly clue you in to all the vital signs you need to know. And when the gas tank's heading toward empty, a low-fuel indicator gives early warning to fill 'er up.





Nineteen-year-old Edward Mishaud of Stephenville, Newfoundland, is a college student and longtime Saturn enthusiast. Back in 1990, one of our first TV ads captured his imagination. He learned so much about our cars that when the retailer finally opened in St. John's in 1992, Edward immediately convinced his dad to buy a new SL2.

Gulf War veteran Dania León of Los Angeles loved her new '94 SL2, but a couple of years later decided to switch to a sporty coupe. She was delighted when her sales consultant found her a used car—a beautiful gold SC2. Dania felt as good about buying her used Saturn as she did buying the new one, as we put used Saturns (and used cars of other makes) through a 100-point inspection process.



The first thing that sold Leroy McDonald of Washington, DC, on his SL1 was the car's good looks. But the clincher was the moneyback guarantee. "Anyone who's willing to do that must be pretty confident about their cars," says "Mac," who's driven 37,000 trouble-free miles so far.

KEN MELA'S GEOPHYSICS DEGREE gave him a pretty clear understanding of how Saturn's spaceframe helps make our cars safe. He liked the idea so much that he bought two 1993 SLs for his family. Like every driver, Ken hoped he would never get firsthand proof of how well his car would hold up in a crash, but on his way to work on January 27, 1995, he was hit by an 18-wheeler that ran a red light. "The SL was smashed in the front and rear after bouncing off the truck and hitting a light pole," Ken recounts. The spaceframe's crumple zones did their job, and he walked away no worse for wear. "After that, I was convinced," says Ken. He replaced the car with a '95 SL.

A year later, the Mela family got further proof that they'd made the right car choice. Sons Chip and Matt were rear-ended by a dump truck in the other '93 SL and the trunk and spaceframe accorded up to the back seat. Again, the spaceframe did its job. "My sons are probably alive today because of that design," says Ken. He promptly bought their fourth SL to replace the totaled car. Ken and his wife Cindy plan to get their fifth Saturn soon. It's for daughter Eme when she reaches driving age next year. And this time, they say it may even be a coupe.

IN RENO, NEVADA, THE MELA FAMILY GETS THEIR SATURN SL NICE AND CLEAN FOR SON CHIP, WHO'LL DRIVE IT TO HIS SENIOR PROM TONIGHT.





SATURN FARMER RAY WOODS ANTICIPATING THE NEXT CORN CROP ON THE 1,300 ACRES SATURN PLEDGED TO CONTINUE FARMING AFTER THE COMPANY SETTLED IN SPRING HILL IN 1986.

You're invited to schedule a tour of the plant or stop by and say hello at our new Saturn Welcome Center. It's situated in the restored limestone barn of the old Haynes Haven Stock Farm, where a lot of champion Tennessee walking horses were bred well into the '50s.



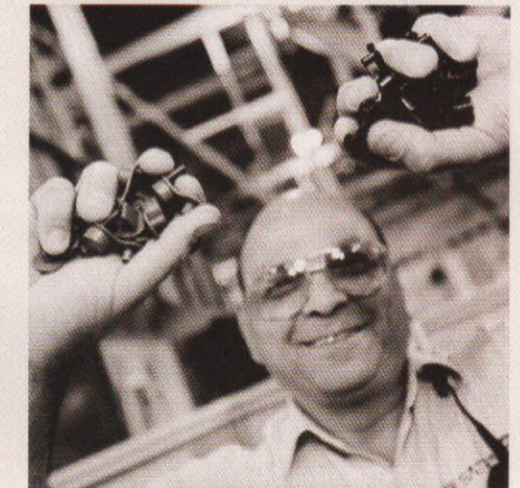
SPRING HILL TN MOST PEOPLE MIGHT BE SURPRISED TO LEARN that before Saturn sold cars, they sold soybeans. That first crop was grown on the Saturn Farm, some 1,300 acres of fertile land surrounding the factory, under the management of Ray Woods (who also grows hay, corn, oats and wheat on the premises). Ray's a native Tennessean, born and raised just 60 miles up the road. He's been working the farm since 1986, when he turned those soybeans into the first money Saturn ever earned. "Saturn made an agreement with the folks around here to keep it as a working farm. And this ground is some of the richest I know of anywhere," says Ray.

In fact, the land around the Spring Hill plant is a green haven that's home to a wealth of wildlife, including fox, coyote, bobcat, deer, more than a few ponds full of very noisy frogs, and 51 different types of birds. Saturn made sure this land stayed a friendly habitat by, among other things, making the plant nearly invisible from the nearby highway and recycling 85% of all solid plant waste.

Canada geese have staked out territory all over the Saturn grounds. And that's just fine with us. In fact, over the next three years, Saturn will be working with the University of Tennessee on a land-management plan that will return up to 850 acres around the plant to its natural state and increase the biodiversity of flora and fauna. As a start, we'll plant 450 trees on the site and around the Welcome Center to create an even more inviting habitat for the natives.



Beads of ground-up polymer panels like these are reused to make new panels, wheel covers and fender linings. At last count, 55 different materials were being recycled in the plant, ranging from sheet metal to the polystyrene packing in which the radios are shipped. According to Bill Miller, Environmental Affairs Manager, the most important way Saturn reduces waste is, well, invisible. "From the start, we reduced air-pollutant emissions from the plant in a big way," says Bill.



We get some of our most creative recycling ideas right from people on the line. Recently, two employees from Vehicle Systems figured out a way to reduce waste (and save over \$30,000 a year) simply by sorting and sending back to the manufacturer the orange and black shipping caps that come off air-conditioner compressors. In the end, our goal is to make sure nothing leaves Saturn as waste except what absolutely has to.



SATURN SW1 & SW2

Our engineers designed two wagons to keep up with your expanding cargo, whether it's camping gear, mountain bikes, canine companions or kids. Both the SW1 and the SW2 boast spirited, efficient engines and finely tuned suspensions, so there's no need to give up a sedan's sporty ride and nimble handling. In back, there's plenty of room to fit a 21-inch TV (with box), snowboards, or tents and sleeping bags. According to IntelliChoice, both models offer among the lowest fuel costs of any small wagon. And you'll also enjoy some of the lowest maintenance and insurance costs around (due in part to the smart safety features we build into every Saturn). To top it all off, the SW1 and SW2 were chosen as The Best Overall Values in their class*.

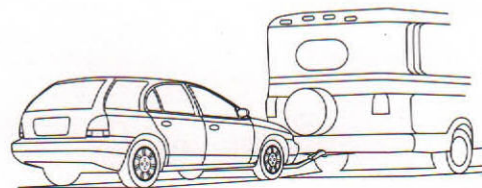
24.9 cubic feet of cargo space with seats up and 58.2 cubic feet with seats folded. Cargo net included with the SW2.

A spirited 1.9-liter single-overhead-cam engine in the SW1, or the aggressive 16-valve engine in the SW2.

Standard AM/FM radio with four speakers.



*You can check this out in The Complete Car Cost Guide, 1997, published by IntelliChoice, Inc., Campbell, CA.



If you like to flat-tow your Saturn behind your RV, you can hook it up with this special hitch, available through your Saturn retailer, and you won't put any extra miles on your odometer.

When you start up on a patch of ice or round a slippery curve in the rain, Saturn's patented traction control system kicks in to help your tires make the most of available traction. (Anti-lock brakes with traction control are available on all Saturns.)



All '98 Saturns come standard with our new dual front Reduced Force Air Bags! And manual three-point seatbelts are height-adjustable in front on all sedans and wagons. Please remember to buckle up, with children safely in the rear seats.

The value-priced SW1 comes with constant-flow power steering, black bumper fascias, 14-inch wheels and cloth/vinyl upholstery as standard features.



†See page 35 for more information.



SATURN INTERIORS

Since you spend so much time inside your car, we work pretty hard to help make sure you're comfortable, content and safe while you're there. The moment you get into a Saturn, you'll notice how open and roomy it feels, with a great field of visibility for the driver. Ergonomically correct seats offer excellent support for long trips or daily commutes. And we put the radio, temperature and other controls exactly where you want them, in a central place, allowing you to concentrate on your driving instead of fumbling for switches and buttons.

Besides the big glove box, map pockets in both doors, and cupholders, there are plenty of cubbyholes to keep everything from cassettes to coins neatly stowed away. In the rear, the seats split 60/40, so you can tote longer loads and still have room for a passenger. For bigger stuff, the cargo openings are large with low lift-over heights, so you don't have to hoist things too far to load them. And back in Spring Hill, the folks on the SWAT (Squeaks and Water Audit Test) team work with engineers and designers on keeping Saturn interiors quiet, clean and dry.

Whatever your dimensions, you'll be comfortable in a Saturn. Simply adjust the height, angle and lumbar support to your favorite cruising position. (Available in the SL2, SC2 and SW2 only.)



All Saturn rear seats split 60/40 to neatly store whatever blend of packages and people you happen to be hauling.



Our leather option gives you leather seating, and a leather-wrapped steering wheel, gearshift knob and parking brake handle. Available in grey or tan on the SL2, SC2 and SW2; and in black on the SC2.



The top-of-the-line Saturn stereo is a four-speaker system with a CD player, graphic equalizer, six AM and 12 FM presets, up-and-down seek feature, pop-out adjustments for balance and fade control, a theft-deterrent feature, and an LCD clock.



Keep yourself cool and help keep the ozone layer intact by opting for Saturn's air-conditioning system, which uses CFC-free refrigerant.

FEATURES & OPTIONS

EXTERIOR	SEDANS		COUPES		WAGONS		
	SL	SL1	SL2	SC1	SC2	SW1	SW2
Dent/corrosion-resistant polymer bodyside panels	S	S	S	S	S	S	S
Black bumper fascias	S	S	N	N	N	S	N
Color-keyed bumper fascias	N	N	S	S	S	N	S
Tinted glass	S	S	S	S	S	S	S
Halogen headlights	S	S	S	S	S	S	S
Daytime Running Lamps (DRL)	S	S	S	S	S	S	S
Driver-side black mirror (manual)	S	S	S	S	N	S	S
Passenger-side black mirror (manual)	O A	S	S	S	N	S	S
Dual color-keyed mirrors (manual)	N	N	N	N	S	N	N
Full wheel covers	S	S	S	S	S	S	S
Trunklid reflex panel	N	N	S	N	S	N	N

INTERIOR/SEAT TRIM	SL	SL1	SL2	SC1	SC2	SW1	SW2
Reclining front bucket seats	S	S	S	S	S	S	S
Height-adjustable front headrests	N	N	S	N	S	N	S
Driver seat with adjustable lumbar support and cushion height	N	N	S	N	S	N	S
60/40 split fold-down rear seatbacks	S	S	S	S	S	S	S
Cloth/vinyl seat upholstery	S	N	N	S	N	S	N
Full cloth seat upholstery	N	S	S	N	S	N	S
Cut-pile passenger compartment carpet	S	S	S	S	S	S	S
Cargo area carpet and full trim	S	S	S	S	S	S	S
Leather-wrapped steering wheel	A	A	A	A	S	A	A

COMFORT AND CONVENIENCE	SL	SL1	SL2	SC1	SC2	SW1	SW2
Adjustable steering column	S	S	S	S	S	S	S
Remote hood, fuel-filler door and trunklid/liftgate door releases	S	S	S	S	S	S	S
Rear window defogger with manual shutoff and timed reset	S	S	S	S	S	S	S
Front intermittent wipers with 3 variable-speed settings	S	S	S	S	S	S	S
Rear wiper/washer system	N	N	N	N	N	S	S
Heat/ventilation system with 4-speed fan	S	S	S	S	S	S	S
Rear footwell air ducts	S	S	S	N	N	S	S
Warning chimes for headlights-on, key-in-ignition and driver's seatbelt	S	S	S	S	S	S	S
Full-length front console with two cupholders, storage and movable ashtray	S	S	S	S	S	S	S
Rear seat console with two cupholders/storage	N	N	N	S	S	N	N
Glove compartment	S	S	S	S	S	S	S
Front door storage pockets	S	S	S	S	S	S	S
Front passenger-side seatback storage pocket	N	N	S	N	S	N	S
Coat hooks and passenger-assist grips	S	S	S	S	S	S	S
Cargo area light	S	S	S	S	S	S	S
Cargo area cover	N	N	N	N	N	O A	S
Cargo area convenience net	A^	A^	A^	A^	A^	S	S
3-way dome light	S	S	S	S	S	S	S
Passenger-side visor vanity mirror	S	S	S	S	S	S	S
Child-security rear door locks	S	S	S	N	N	S	S

INSTRUMENTATION	SL	SL1	SL2	SC1	SC2	SW1	SW2
Standard Analog—110-mph speedometer, 7,000-rpm tachometer, trip odometer, fuel gauge, low-fuel indicator light and engine coolant temperature gauge	S	S	N	S	N	S	N
Performance Analog—130-mph speedometer, 8,000-rpm tachometer, trip odometer, fuel gauge, low-fuel indicator light and engine coolant temperature gauge	N	N	S	N	S	N	S

AUDIO SYSTEMS	SL	SL1	SL2	SC1	SC2	SW1	SW2
AM/FM stereo with seek, digital clock and four 6-inch speakers	S††	S	S	S	S	S	S
AM/FM stereo with cassette, seek, digital clock and four 6-inch speakers	O A	O A	O A	O A	O A	O A	O A
AM/FM stereo with cassette, graphic equalizer, theft-deterrent feature, digital clock and four 6-inch speakers, including two coaxial†	O A	O A	O A	O A	O A	O A	O A
AM/FM stereo with CD player, graphic equalizer, theft-deterrent feature, digital clock and four 6-inch speakers, including two coaxial†	O A	O A	O A	O A	O A	O A	O A

OPTION PACKAGES	SL	SEDANS SL1	SL2	COUPES SC1	SC2	WAGONS SW1	SW2
Air conditioning with CFC-free refrigerant	N	I	I	I	I	I	I
Alloy wheels—“Multi-Fin” style, 15-inch —“Teardrop III” style, 15-inch	N	N	I	N	N	N	N
Cruise control	N	I	I	I	I	I	I
Power passenger-side mirror	N	I	I	I	I	I	I
Power windows with driver “express down”	N	I	I	I	I	I	I
Saturn Security System includes power door locks, remote keyless entry system (2 key fobs) with panic button feature, door alarm, engine immobilizer, power trunklid/liftgate release and automatic dome light shut-off	N	I	I	I	I	I	I

OTHER OPTIONAL EQUIPMENT	SL	SEDANS SL1	SL2	COUPES SC1	SC2	WAGONS SW1	SW2
Air conditioning with CFC-free refrigerant	O	O I	O I	O I	O I	O I	O I
Alloy wheels—“Multi-Fin” style, 15-inch —“Teardrop III” style, 15-inch	N	N	O I	O*	N	N	N
Anti-lock Braking System (ABS) and Traction Control	O	O	O	O	O	O	O
Cruise control	A‡	O A‡ I	O A I	O A‡ I	O A I	O A‡ I	O A I
Electronically controlled 4-speed automatic transmission with grade logic and lockup torque converter	N	O	O	O	O	O	O
Floor mats	O A	O A	O A	O A	O A	O A	O A
Fog lamps	N	N	O	N	S	N	O
Leather Appointments—includes leather seating areas, leather-wrapped parking brake grip, gearshift knob and steering wheel	N	N	O A	N	O A	N	O A
Power sunroof with tilt-up feature, inner sliding shade and dual map lights	N	O	O	O	O	N	N
Rear spoiler	N	N	O	O	S	N	N
Saturn Security System includes power door locks, remote keyless entry system (2 key fobs) with panic button feature, door alarm, engine immobilizer, power trunklid/liftgate release and automatic dome light shut-off	N	O I	O I	I	I	O I	O I

INTERIOR DIMENSIONS	SL/SL1/SL2	SC1/SC2	SW1/SW2
Front Head room	39.3 in. (99.8 cm)	38.5 in. (97.8 cm)	39.3 in. (99.9 cm)
Shoulder room	54.3 in. (137.8 cm)	53.4 in. (135.7 cm)	54.3 in. (137.8 cm)
Hip room	50.7 in. (128.8 cm)	50.0 in. (127.0 cm)	50.7 in. (128.8 cm)
Leg room	42.5 in. (108.0 cm)	42.6 in. (108.1 cm)	42.5 in. (108.0 cm)
Rear Head room	38.0 in. (96.5 cm)	35.7 in. (90.6 cm)	38.7 in. (98.3 cm)
Shoulder room	53.5 in. (136.0 cm)	52.2 in. (132.6 cm)	53.5 in. (136.0 cm)
Hip room	51.6 in. (131.0 cm)	49.0 in. (124.5 cm)	51.6 in. (131.0 cm)
Leg room	32.8 in. (83.2 cm)	31.0 in. (78.7 cm)	32.8 in. (83.2 cm)

CAPACITIES/VOLUMES	SL	SL1	SC1	SW1	SL2/SC2/SW2
Fuel Tank	12.1 gallons (45.8 liters)	12.1 gallons (45.8 liters)	12.1 gallons (45.8 liters)	12.1 gallons (45.8 liters)	12.1 gallons (45.8 liters)
Crankcase	4.0 quarts (3.8 liters)	4.0 quarts (3.8 liters)	4.0 quarts (3.8 liters)	4.0 quarts (3.8 liters)	4.0 quarts (3.8 liters)
Coolant System	7.2 quarts (6.8 liters)	7.2 quarts (6.8 liters)	7.2 quarts (6.8 liters)	7.2 quarts (6.8 liters)	7.2 quarts (6.8 liters)
EPA Passenger Volume	91.0 cu. ft. (2575.3 liters)	84.1 cu. ft. (2380.0 liters)	91.8 cu. ft. (2597.9 liters)	91.8 cu. ft. (2597.9 liters)	91.8 cu. ft. (2597.9 liters)
EPA Cargo Volume	12.1 cu. ft. (343.0 liters)	11.4 cu. ft. (322.8 liters)	24.9 cu. ft. (705.8 liters) rear seat up 58.2 cu. ft. (1648.3 liters) rear seat down	24.9 cu. ft. (705.8 liters) rear seat up 58.2 cu. ft. (1648.3 liters) rear seat down	24.9 cu. ft. (705.8 liters) rear seat up 58.2 cu. ft. (1648.3 liters) rear seat down

FUEL ECONOMY	SL	SL1	SC1	SW1	SL2/SC2/SW2
EPA Estimated Mileage, City/Highway**	28/39	28/39	28/39	27/37	26/36
5-Speed Manual	28/39	28/39	28/39	27/37	26/36
4-Speed Automatic (optional)	27/37	27/37	27/37	27/34	24/34
Recommended Fuel	87 octane unleaded (minimum on all models)				

KEY	SL	SL1	SC1	SW1	SL2/SC2/SW2
S Standard Equipment	O Option (Factory Installed)	N Not Available			
A Accessory (Retailer Installed)	I Included in Factory Option Package				

*SC1 with optional “Multi-Fin” alloy wheels includes 185/65R15 86T touring tires. †Coaxial front/extended-range rear on factory installations. ‡Retailer installation requires vehicle to be equipped with one of the following options: air conditioning, automatic transmission, anti-lock braking system, power windows or sunroof. ††SL includes 2 front speakers only. †††Use for comparison only. Your mileage may vary. †††Includes storage pockets. †††Tire chains/cables may not be used. †††Requires option package.

SPECIFICATIONS

ENGINE	SL/SL1/SC1/SW1	SL2/SC2/SW2
Engine Type	1.9-liter, 8-valve, SOHC inline 4-cylinder	1.9-liter, 16-valve, DOHC inline 4-cylinder
Horsepower, SAE Net	100 @ 5,000 rpm	124 @ 5,600 rpm
Torque, SAE Net	114 ft. lbs @ 2,400 rpm	122 ft. lbs @ 4,800 rpm; 114 @ 2,400 rpm
Maximum Engine Speed	5,600 rpm	6,500 rpm
Bore & Stroke	3.23 in. x 3.54 in. (82 mm x 90 mm)	3.23 in. x 3.54 in. (82 mm x 90 mm)
Compression Ratio	9.3:1	9.5:1
Displacement	116.03 cu. in. (1907.17 cc)	116.03 cu. in. (1907.17 cc)
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
Fuel System	Sequential-port fuel injection	Sequential-port fuel injection
Emissions System	3-way catalyst with linear control EGR; enhanced evaporative emissions, onboard refueling vapor recovery	3-way catalyst with linear control EGR; enhanced evaporative emissions, onboard refueling vapor recovery
Ignition System	Distributorless electronic	Distributorless electronic
Alternator	96-amp	96-amp
Battery	12-volt, maintenance-free	12-volt, maintenance-free

TRANSMISSION	SL/SL1/SC1/SW1	SL2/SC2/SW2	SL1/SC1/SW1	SL2/SC2/SW2
Gear Ratios: (1)	5-Speed Manual		4-Speed Automatic (Optional)	
1st	3.250	3.250	2.526	2.526
2nd	1.950	1.950	1.266	1.556
3rd	1.172	1.423	0.811	1.030
4th	0.811	1.032	0.595	0.700
5th	0.605	0.730	—	—
Final Drive	4.060	4.060	4.060	4.060

BODY/CHASSIS	SL/SL1/SL2	SC1/SC2	SW1/SW2
Configuration	Transverse front-engine/front-wheel drive with equal length driveshafts (All)		
Body Type	Steel spaceframe (All)		
Exterior Panels	Polymer vertical bodyside panels and bumper fascias; galvanized steel hood and roof (All); steel trunklid (SL/SL1/SL2/SC1/SC2); sheet molded compound rear liftgate (SW1/SW2); polymer rear spoiler (optional SL2/SC1)		
Coefficient of Drag (Cd)	.315 (SL/SL1); .318 (SL2); .330 (SC1); .310 (SC2); .356 (SW1); .360 (SW2)		
Bumpers	5-mph front and rear (All)		
Suspension	Independent MacPherson strut, lateral link and 27.2 mm tension strut/stabilizer bar (All)		
Front	Independent MacPherson strut, lateral link and 27.2 mm tension strut/stabilizer bar (All)		
Rear	Independent tri-link with strut/spring module (All)		
Sport-Tuned	Specific strut valve/spring tuning, 28.6 mm front stabilizer bar and 15 mm rear stabilizer bar (SL2/SC2/SW2)		
Steering	Type: Rack-and-pinion Manual (SL); constant-flow power (SL1/SC1/SW1); vehicle-speed sensitive, variable-effort power (SL2/SC2/SW2)		
Ratio	24.4:1 (SL); 18.3:1 (SL1/SC1/SW1); 16.3:1 (SL2/SC2/SW2)		
Wheel Turns, lock-to-lock	4.0 (SL); 3.0 (SL1/SC1/SW1); 2.67 (SL2/SC2/SW2)		
Turning Circle, curb-to-curb	37.1 ft./11.3 meters (All)		
Braking System	Dual-diagonal, power-assisted hydraulic (All)		
Front Disc	Ventilated, 9.9 in. (250.5 mm) diameter		
Rear Drum	7.9 in. x 1.2 in. (200 mm x 30 mm) diameter and width		
Anti-lock (optional)	Electronic/hydraulic control unit and four-wheel speed sensors with front/rear disc (SL2/SC2); with front disc/rear drum (SL/SL1/SC1/SW1/SW2)		
Wheels	14-inch forged steel with full covers (SL/SL1/SC1/SW1); 15-inch forged steel with full covers (SL2/SC2/SW2)		
Tires, Steel-Belted Radial	P175/70R14 84S Firestone 680 all-season (SL/SL1/SC1/SW1) P185/65R15 86T Firestone Affinity T1 touring (SL2/SW2/optional SC1)* P195/60R15 87H Firestone Firehawk GTA performance (SC2)† T115/70R14 88M compact spare (All)		
Exhaust System	Full stainless steel (All)		

BASE CURB WEIGHT	Manual Transmission with Air Conditioning	Automatic Transmission with Air Conditioning
SL/SL1	2326.1 lbs. (1055.1 kg)	2355.4 lbs. (1068.4 kg) (SL1 only)
SL2	2392.4 lbs. (1085.2 kg)	2422.1 lbs. (1098.7 kg)
SC1	2308.6 lbs. (1047.2 kg)	2338.2 lbs. (1060.6 kg)
SC2	2380.3 lbs. (1079.7 kg)	2409.8 lbs. (1093.1 kg)
SW1	2392.2 lbs. (1085.1 kg)	2420.8 lbs. (1098.1 kg)
SW2	2453.7 lbs. (1113.0 kg)	2482.8 lbs. (1126.2 kg)

VITAL INFORMATION

OWNER PROTECTION PLAN
Moneyback Guarantee —Within the first 30 days or 1,500 miles of delivery, whichever comes first, the original purchaser may return his or her 1998 Saturn vehicle—for any reason—if not completely satisfied. In the event that an owner of a new Saturn returns his or her car, he or she may select another one or ask for a full refund of the purchase price. Program provisions are detailed in our 1998 Owner Protection Plan Brochure.
“Bumper to Bumper” Warranty —Our “Bumper to Bumper” New Car Limited Warranty does precisely what the name implies—covers virtually everything on the vehicle from the front bumper to the rear for the first 3 years or 36,000 miles, whichever comes first (except for the tires, which are covered separately by Firestone). There is no deductible and the warranty covers the cost of repairs to correct vehicle defects related to materials or workmanship during the warranty period. In the event that the vehicle is sold, the balance of the warranty remains in effect for subsequent owners at no additional cost. If you want to know more about the Saturn “Bumper to Bumper” Warranty, please refer to the warranty and owner assistance booklet in the Owner’s Handbook.
24-Hour Roadside Assistance —From the moment of purchase, throughout the term of the car’s “Bumper to Bumper” 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. This package describes the program and includes an ownership card.
Owner Assistance —If Saturn owners need help, or just have questions about their cars, they can call their retailers and ask for the Customer Assistance Liaison, who personally handles the request. Or, Saturn owners can take advantage of the direct line to Saturn by calling the Saturn Assistance Center at 1-800-553-6000 or sending an e-mail from the Saturn Web site at www.saturn.com .

SATURN SERVICE PLAN
Saturn offers several Saturn Service Plan options to supplement an owner’s warranty coverage. Some cover the powertrain only, others cover virtually the entire car and one covers regularly scheduled maintenance recommended by Saturn. Together with the other Owner Protection Plan features, the Saturn Service Plan offers greater convenience and added peace of mind. Coverage available up to 6 years or 100,000 miles, whichever comes first.

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. For ordering information, call 1-800-553-6000.

SAFETY FEATURES
Reduced Force Air Bags —All Saturn models are equipped with driver and front passenger air bags. Saturn has modified its air bag design for the 1998 model year to reduce the force of deployment. (This design change resulted from a modification in the National Highway Traffic Safety Administration (NHTSA) regulations governing air bag performance.)
Reduced Force Air Bags do not lessen the need to wear safety belts. Safety belts and proper child restraints are the most effective way to help reduce the risks of injury and death in a crash and are essential in helping protect occupants in crashes where air bags are not intended to provide protection—side impacts, rear impacts and rollovers.
Reduced Force Air Bags will not eliminate the risk to children in rear-facing infant seats. Rear-facing infant seats must be used only in rear seats. Reduced Force Air Bags will lessen some of the risks associated with air bag deployment for out-of-position occupants, but the risks are not eliminated. Whenever possible, children under 13 years of age should be in the rear seat and should always be properly secured. Remember to always wear your seatbelts.
Accident Avoidance —Automatic Daytime Running Lamps (DRL) • Side marker lights and reflectors • Parking lights that illuminate with headlights • Four-way hazard warning flashers • Backup lights • Center high-mounted stop light • Flash-to-pass headlights • Windshield defroster • Inside manual day/night rearview mirror • Dual action hood latch (front opening) • Easy-to-read gauges (analog) • Low-glare finish (windshield molding, wiper arms and blades) • Illuminated heater and defroster controls • Tires with built-in tread wear indicators • Audible brake lining wear indicators • Uphill/downhill grade logic (automatic transmission only) • Brake/transmission shift interlock (automatic transmission only)

Occupant Protection —Driver and front passenger air bags (supplemental inflatable restraint system) • Height-adjustable manual three-point safety belt system for driver and right front passenger (sedans and wagons only), including visual and audible warning system • Dual-mode lap belt retractor • Manual shoulder/lap safety belts, outboard rear seat positions • Manual lap safety belt, center rear position (sedans and wagons only) • Safety belt cinch capability for child seats • Child seatbelt comfort guide (sedans and coupes only) • Patented rear seatbelt latchplate assembly (wagons only) • Child-safety rear seat tether anchor points • Instrument panel passenger-side brow for low-speed, non-deploy impacts and to direct the passenger air bag in a deployment impact • Energy-absorbing steering column • Energy-absorbing instrument panel and knee bolsters • 3-ply laminated windshield with urethane bonding • Safety tempered side and rear window glass • Interlocking door latches • Security door locks and door retention components (striker plates and hinges) • Passenger-guard inside door handles • Steel spaceframe construction • Side-door beams • Front and rear crumple zones • Rear seat anti-submerging ramp • Dual sunvisors • Power window lockout (sedans and wagons with power windows only) • 5-mph front and rear bumpers
Security —Laser-etched VIN plate • Marked body parts • Theft-deterrent steering column lock • Theft-deterrent key locking system

Come back anytime.

We hope you enjoyed getting a glimpse into the world of Saturn. Of course, we couldn't fit everything that goes into our cars into this short tour. But we've tried to give you a pretty good idea of what we do to make our cars and our company truly different.

And just so you know, every person and place you saw in this book is a very real element of Saturn. From the kid on the cover jumping into a lake in David Crockett State Park (that's Blake, son of Spring Hill team member Steve Hunter), to the Canada goose on page 29 (who lives just across the field from General Assembly), they're all an important part of what happens at Saturn every day.

We're flattered that you've spent a little time considering our car and our company. And we hope you'll find this book helpful in choosing the car that's right for you.

1998 Suggested Retail Prices* (effective
SATURN



OPTION & TRIM LEVELS		
	SEDANS	
	SL	SL1
Base MSRP—Manual	\$10,595	\$11,295
Base MSRP—Automatic	NA	\$12,155
Transportation	\$440	\$440
OPTION PACKAGE 1		
Air Conditioning, Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror	NA	\$2,055
OPTION PACKAGE 2		
Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror, 15" Alloy Wheels	NA	NA
OPTIONAL EQUIPMENT		
Power Door Locks with Remote Keyless Entry and Security System	NA	\$370
Carpeted Front and Rear Floor Mats	\$60	\$60
Air Conditioning	\$960	\$960
Power Sunroof	NA	\$695
Right-side Mirror, Manual	\$40	Std
Rear Spoiler	NA	NA
ABS and Traction Control	\$695	\$695
Cruise Control	NA	\$290
15" Multi-Fin Alloy Wheels	NA	NA
15" Teardrop III Alloy Wheels	NA	NA
Cargo Cover	NA	NA
Fog Lamps	NA	NA
AM/FM Cassette with Front and Rear Speakers	\$290	\$260
AM/FM Cassette with Equalizer (Includes Premium Speaker Upgrade)	\$420	\$390
AM/FM/CD with Equalizer (Includes Premium Speaker Upgrade)	\$540	\$510
Leather Appointments (Available Only with Option Package)	NA	NA
CA, MA, NY and CT Emissions Package	\$75	\$75

Key: NA Not Available Pkg Package Std Standard Equipment
 *All prices are Manufacturer's Suggested Retail Prices and do not include taxes or license fees. F
 **Air conditioning included in base MSRP on SL2, SW2, and SC2.

VITAL INFORMATION

1998 SATURN OWNER PROTECTION PLAN
"Bumper to Bumper" New Car Limited Warranty—3 Years/36,000 Miles — No Deductible covered by Firestone. See your Retailer for terms of this limited warranty.
Moneyback Guarantee—Within the first 30 days or 1,500 miles of delivery, whichever the original purchaser may return the 1998 Saturn vehicle for any reason if no satisfied. Certain restrictions apply. Ask your Saturn Retailer for more details.
24-Hour Roadside Assistance—To arrange towing or other assistance, please contact Customer Assistance Center at 1-800-553-6000.
General Information—1-800-522-5000 • Saturn Assistance Center • 100 Saturn Spring Hill, TN 37174. Internet Address • <http://www.saturncars.com>

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1998 Suggested Retail Prices* (effective 10/10/97)



OPTION & TRIM LEVELS

	SEDANS			WAGONS		COUPES	
	SL	SL1	SL2**	SW1	SW2**	SC1	SC2**
Base MSRP—Manual	\$10,595	\$11,295	\$12,755	\$12,295	\$14,255	\$12,595	\$14,855
Base MSRP—Automatic	NA	\$12,155	\$13,615	\$13,155	\$15,115	\$13,455	\$15,715
Transportation	\$440	\$440	\$440	\$440	\$440	\$440	\$440

OPTION PACKAGE 1

Air Conditioning, Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror	NA	\$2,055	NA	\$2,055	\$1,095**	\$1,930	NA
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OPTION PACKAGE 2

Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror, 15" Alloy Wheels	NA	NA	\$1,445**	NA	NA	NA	\$1,320**
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OPTIONAL EQUIPMENT

Power Door Locks with Remote Keyless Entry and Security System	NA	\$370	\$370	\$370	\$370	Pkg	Pkg
Carpeted Front and Rear Floor Mats	\$60	\$60	\$60	\$60	\$60	\$60	\$60
Air Conditioning	\$960	\$960	Std	\$960	Std	\$960	Std
Power Sunroof	NA	\$695	\$695	NA	NA	\$695	\$695
Right-side Mirror, Manual	\$40	Std	Std	Std	Std	Std	Std
Rear Spoiler	NA	NA	\$205	NA	NA	\$245	Std
ABS and Traction Control	\$695	\$695	\$695	\$695	\$695	\$695	\$695
Cruise Control	NA	\$290	\$290	\$290	\$290	\$290	\$290
15" Multi-Fin Alloy Wheels	NA	NA	\$350	NA	\$350	\$450	NA
15" Teardrop III Alloy Wheels	NA	NA	NA	NA	NA	NA	\$350
Cargo Cover	NA	NA	NA	\$75	Std	NA	NA
Fog Lamps	NA	NA	\$160	NA	\$160	NA	Std
AM/FM Cassette with Front and Rear Speakers	\$290	\$260	\$260	\$260	\$260	\$260	\$260
AM/FM Cassette with Equalizer (Includes Premium Speaker Upgrade)	\$420	\$390	\$390	\$390	\$390	\$390	\$390
AM/FM/CD with Equalizer (Includes Premium Speaker Upgrade)	\$540	\$510	\$510	\$510	\$510	\$510	\$510
Leather Appointments (Available Only with Option Package)	NA	NA	\$700	NA	\$700	NA	\$700
CA, MA, NY and CT Emissions Package	\$75	\$75	\$75	\$75	\$75	\$75	\$75

Key: NA Not Available Pkg Package Std Standard Equipment

*All prices are Manufacturer's Suggested Retail Prices and do not include taxes or license fees. Each retail facility is responsible for setting its own selling price. Prices, equipment and specifications are subject to change without notice.

**Air conditioning included in base MSRP on SL2, SW2, and SC2.

VITAL INFORMATION

1998 SATURN OWNER PROTECTION PLAN

"Bumper to Bumper" New Car Limited Warranty—3 Years/36,000 Miles — No Deductible. Tires are covered by Firestone. See your Retailer for terms of this limited warranty.

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24-Hour Roadside Assistance—To arrange towing or other assistance, please contact the Saturn Customer Assistance Center at 1-800-553-6000.

General Information—1-800-522-5000 • Saturn Assistance Center • 100 Saturn Parkway, Spring Hill, TN 37174. Internet Address • <http://www.saturncars.com>

SERVICE PLAN

	Coverage	Deductible Options		
Extended Powertrain Coverage*	5 Years/60,000 Miles	\$100 Deductible - \$450		
	6 Years/75,000 Miles	\$100 Deductible - \$650		
	6 Years/100,000 Miles	\$100 Deductible - \$850		
Extended Vehicle Coverage*	3 Years/50,000 Miles	\$100 Deductible - \$375	\$50 Deductible - \$415	\$0 Deductible - \$455
	5 Years/60,000 Miles	\$100 Deductible - \$645	\$50 Deductible - \$730	\$0 Deductible - \$815
	6 Years/75,000 Miles	\$100 Deductible - \$895	\$50 Deductible - \$975	\$0 Deductible - \$1,055
Saturn Car Care	2 Years/30,000 Miles	\$0 Deductible - \$520		
	3 Years/36,000 Miles	\$0 Deductible - \$560		
	3 Years/45,000 Miles	\$0 Deductible - \$780		
	5 Years/60,000 Miles	\$0 Deductible - \$1,650		

*If an Extended Powertrain Coverage Plan or Extended Vehicle Coverage Plan is purchased after six months from the vehicle's original in-service date (warranty start date), add \$100 to MSRP.

Service plan prices effective 11/1/97.

A DIFFERENT KIND *of* COMPANY. A DIFFERENT KIND *of* CAR.



Visit us at www.saturn.com or call 1-800-522-5000.