

1992 SATURN



Richard LeFauve
President
Saturn Corp
Saturn

June 13, 1991

Saturn Corporation
P.O. Box 1504
Spring Hill, Tennessee 37174

Dear Mr.

DO NOT CRUSH

RECEIVED
SATURN
CORPORATION

Most likely, what follows on the pages of this brochure won't be the first you've read about Saturn. After all, 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. *Road and Track* called us "a major step forward."

Car and Driver said we were "...close. Really close." And *Time* magazine gave us their cover.

But then that's to be expected. Saturn is, after all, the first new American-owned automobile company to put a car on the road in at least three decades.

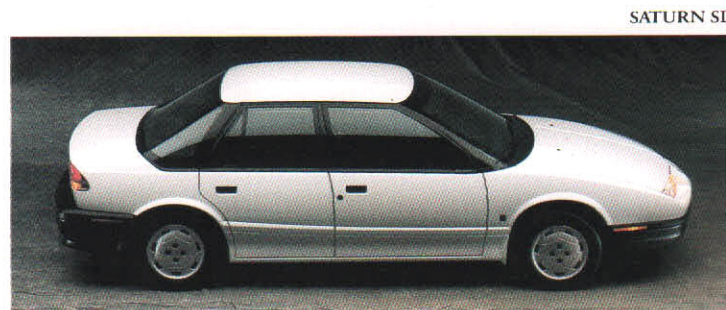
What's really nice, however, aside from all the press that's come our way, is the mail we've been receiving from people who purchase our cars.



SATURN SL1

are usually writing about.

As the *Time* article concluded: "Someone at Saturn has been doing a lot of thinking about what the buyer wants."



SATURN SL

Of course, the mail's to be expected, too. But this doesn't make it any less gratifying—especially given what our customers

Apparently the *Time* reporter isn't the only one who feels that way. Many of the letters we've received talk about the experience of shopping at Saturn retail stores—how relieved people are to look a new car over without all the pressure and the hype.

Other letters relate pleasant encounters with Saturn service technicians for something even as routine as a warranty check-up. (It's telling how grateful people can be just because somebody in a mechanic's uniform treated them with a little respect.)

Then there are those who simply wrote to us out of pleasant surprise. They saw Saturn as welcome proof that high mileage,* high quality, and a low price aren't necessarily just foreign inventions.

SATURN SL2



But then enough of what other people think. You'd probably like to form a few impressions of your own.

On the following pages, we'll explain a good many things about Saturn cars. Then, if your interest is piqued, we hope you'll take a close look at the cars themselves—and maybe even read some of that mail we've been talking about.

SATURN SC



Every Saturn retailer has a stack of letters waiting. Be our guest. *See specifications page for estimated EPA ratings.



Strange enough, it wasn't a Saturn car that caught the Golas family's attention. It was merely a Saturn door panel.

The members of the Golas family were on their way to the Moscow Circus when they realized they had time for a quick spin through Albany's annual autoshow. That's where 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, better than meeting elephants from Moscow.

Two weeks later the Golas family sold their Honda and signed on the dotted line for a new Saturn SL1. It was the first American-made car they had purchased in more than 10 years.

Eor all the smart reasons to buy a small car, there's one unfortunate compromise that almost seems inevitable—the one between performance and fuel efficiency. Cars that perform, guzzle. And those that are economical—well, they sort of putt.

The Saturn SL1, then, became something of a personal challenge to our engineers. They figured if they put their minds to

it, maybe such a compromise wouldn't be so inevitable after all. You'll know exactly how successful they were once you press the SL1's pedal. It's linked to a 1.9-liter, single-overhead-cam, fuel-injected engine that delivers 85 horsepower at 5,000 rpm. Its gear ratios are matched precisely to engine output, and its block and cylinder heads are cast aluminum—not iron—so there's less weight to propel.

In short, there's nothing meek about this car—especially when it comes to gas mileage. With a manual transmission, the SL1 gives you an estimated EPA rating of 28 miles per gallon in the city, 38 on the highway.

Still, the SL1 is not just a model of performance and efficiency. It's also proof that “economical” need not mean “stripped down.”

For example, the paint process used on the SL1 (and on all Saturn models) represents the most advanced technology available: a polyurethane primer, a waterborne acrylic base, and a polyurethane clearcoat. Not only does this produce the glossy “wet look” typically found on expensive European sedans—it *gives* upon impact to help prevent the chipping and cracking so common with metal.

We've taken good care of you on the inside, too. Power steering, an adjustable steering column, rear-window defroster, four-speaker stereo, rear seat heating, and fold-down split rear seats are all standard.

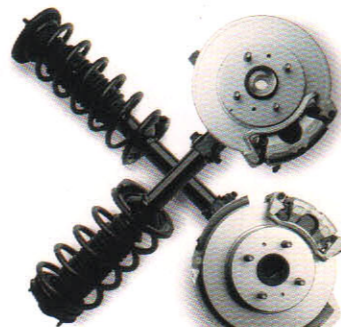
You can add options, of course. But our goal with the SL1 was to create a car that—without adding a thing—offers more than you'd expect for the price.



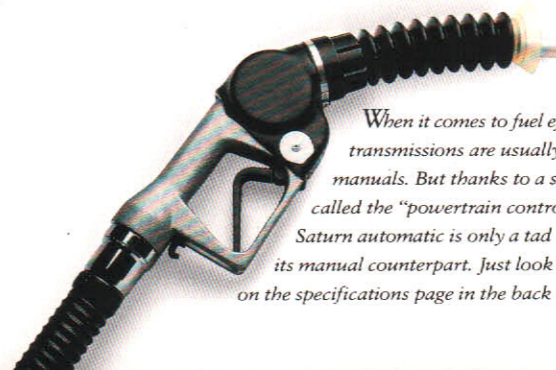
No, we're not referring to a “fork in the road.” We're emphasizing “stainless steel.” All Saturns feature a stainless steel exhaust system—which means you can drive through quite a few snowstorms and a good deal of salt spray without worrying a bit about replacing your muffler.



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.



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.



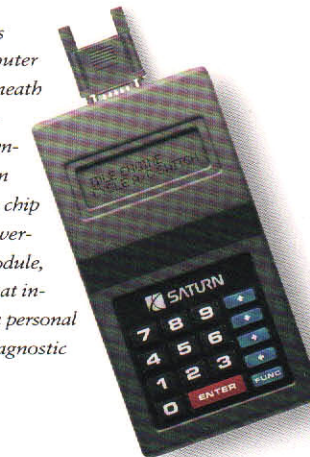
When it comes to fuel efficiency, automatic transmissions are usually less efficient than manuals. But thanks to a sophisticated device called the “powertrain control module,” the Saturn automatic is only a tad less efficient than its manual counterpart. Just look at the EPA ratings on the specifications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

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.





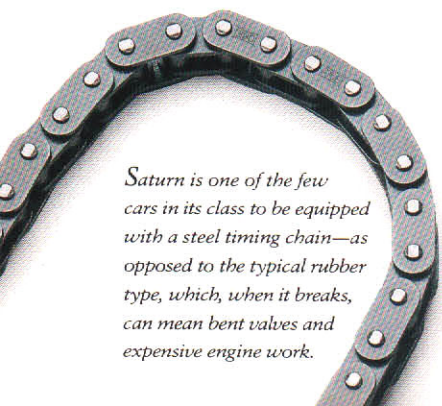
By plugging this hand-held computer into the port beneath your dash, technicians can download information from a memory chip in your car's powertrain control module, and then feed that information into a personal computer for diagnostic analysis.



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.

OPEN
24 hours

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 any family member or friend can use the service as well.



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.

The first thing you'll notice when you walk into a Saturn showroom is what's not happening: There are no "beyond eager" sales people closing in on you with dollar signs flashing in their eyes. In fact, looking around, no one seems too rushed. There's a refreshing absence of pressure.

You see, most of our retailers joined Saturn precisely because they saw an opportunity to change the rules of the car selling game. And change them they did.

They gave their sales consultants new priorities, so they wouldn't just be focusing on meeting a monthly quota. They made certain that all consultants are thoroughly trained—both in our cars and our competitors'—so your questions won't be met with a nervous smile and an "I'll get back to you on that." And last, but not least, Saturn's giving you, the owner, a 30-day / 1,500-mile guarantee,* so you can bring the car back if you don't like it.

It wasn't just our intention to make the showroom a more

pleasant experience for you, though. We also wanted to make the service experience less painful.

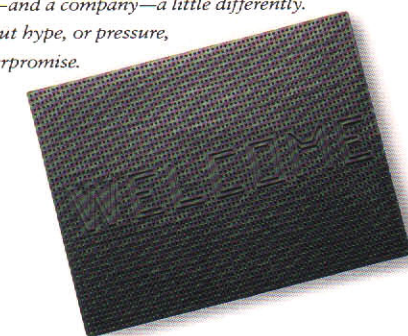
We all know that repairs are a fact of life—no matter how reliable the car. And the best way to cut the cost of those repairs is to make everything simpler to service. Pop the hood of a Saturn, and you'll see how our engineers managed it: Dipsticks are color-coded, the camshaft can be removed from either end of the engine, hoses are easy to trace, filters are easy to reach, spark plugs are easy to replace.

There's even an on-board computer that tracks dozens of conditions in the car's powertrain. 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.

We don't want to make things sound easier than they are. But they're definitely easier than they were.

*See retailer for Owner Protection Plan restrictions.

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.



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 cruise down a long stretch of interstate.

Trust us. With the Saturn SL2's 1.9-liter, dual-overhead-cam, multiport fuel-injected engine, you won't be straining to keep up with anybody on the interstate. And because the engine is tuned for a

broad, flat torque curve, you can also expect quick acceleration in stop-and-go city traffic.

The SL2 gives you just about everything you'd expect from a high-calibre sedan—front-wheel drive, independent suspension, performance radial tires. But this may take you a bit by surprise: With a manual transmission, the SL2 earns an estimated EPA rating of 24 miles per gallon in the city,

33 on the highway.

Our automatic transmission is nearly as efficient*—but it's also what engineers call "smart" (certainly smart enough to have earned 13 patents). A built-in computer constantly monitors variables such as temperature, altitude, and torque—and instantly adjusts the transmission's action to match those variables. All of which work to create a shift that feels smooth

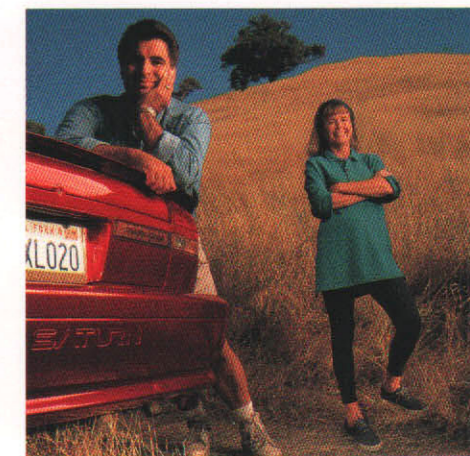
and perfectly timed. In all kinds of weather, on all kinds of road.

The SL2's body is pretty smart, too—in its own way. Like all Saturns, its vertical bodyside panels are made out of a special dent-resistant polymer. The polymer is two to four times more resilient to bumps and dings than steel. These panels actually bend and bounce back. They also won't rust or oxidize. And, because

paint adheres to polymer better than it does to steel, they're ten times more resistant to chips.

Which means that the SL2 can shrug off a direct hit to the center of your door from a runaway shopping cart filled with forty pounds of groceries. And maybe even a three-year-old wielding a hammer. Well, make that a small hammer. Preferably rubber.

*Estimated EPA rating of 23 M.P.G. in the city, 32 on the highway.



By the time Jim and Louise Garrido made their way to a Saturn showroom in Northern California, they had already test-driven a Mitsubishi Galant, a Ford Taurus, and a Toyota Camry. And by and large, they had been disappointed.

The SL2 seemed to have more power, more "guts" as Louise described it. Not to mention more standard features for the price.

But then it wasn't the engine, or the features, or the price that convinced this couple to buy the Saturn. It was the people selling the car, or rather, not selling the car. Louise and Jim are both so put off by high-pressure deal-making that they've walked out of dealerships 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 money to people she doesn't quite trust, and then worrying 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.

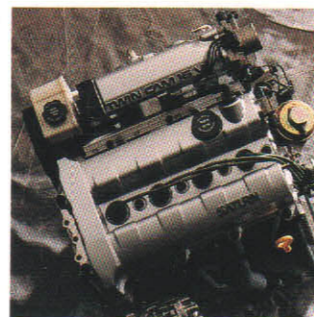
Nothing did.

*See retailer for Owner Protection Plan restrictions.

Saturn'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.



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.

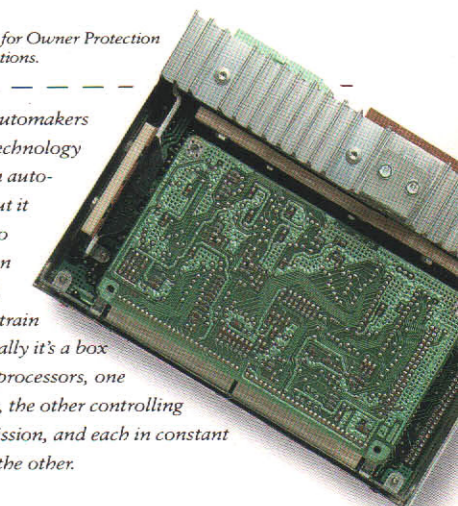


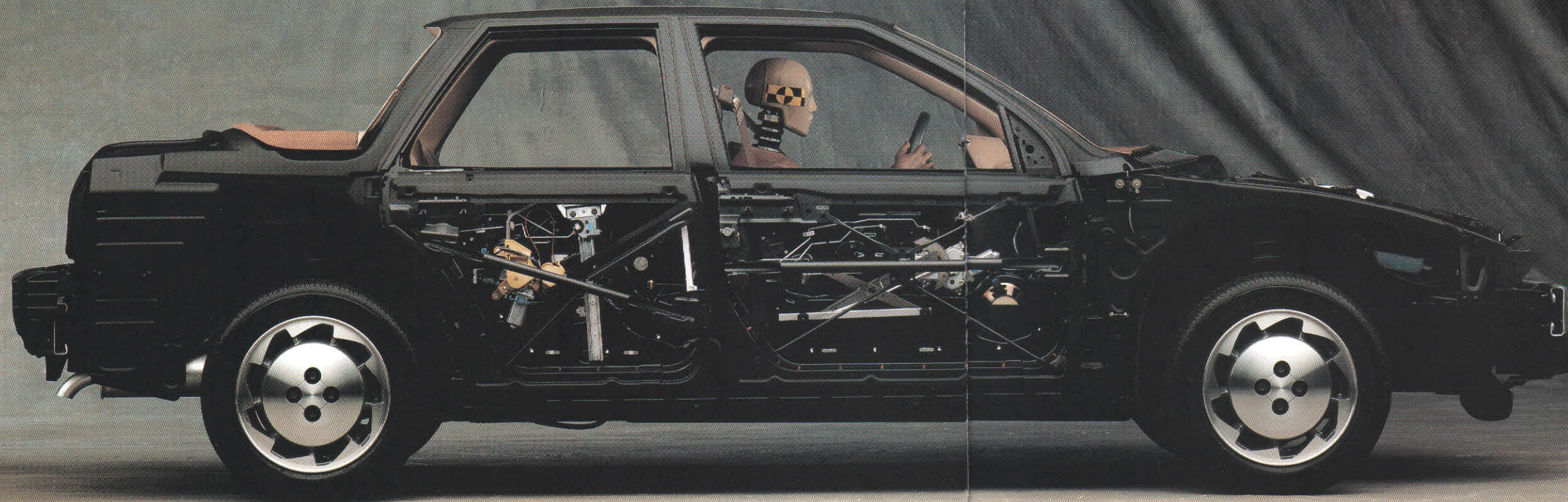
Saturn's dual overhead cam engine (standard on the SL2 and the SC) features a multiport fuel injection system to make sure that each cylinder receives just the right amount of fuel for optimum performance in all driving conditions. This system also helps improve fuel efficiency.

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.

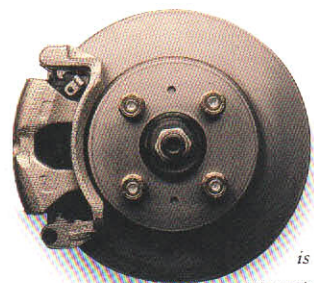
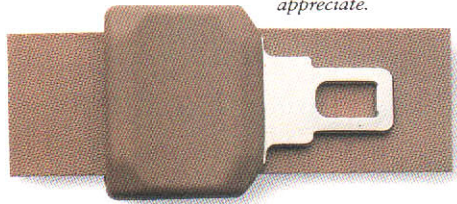


It's not the first time automakers have used computer technology to link an engine to an automatic transmission, but it is the first time the two have communicated on such an intimate level. This is Saturn's powertrain control module. Basically it's a box containing two microprocessors, one controlling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





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.

You'd 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. So chances are, what you really want to know is how far a manufacturer is willing to go *beyond* the minimum.

When you look at a Saturn, some safety features will be obvious—standard features (such as automatic front-seat shoulder belts in combination with manual lap belts), and optional features (such as antilock brakes).

But some are not so obvious—such as what you see in the photo above. This is how we crash-test many of our cars. Without the body panels. Now, it's not how most manufacturers test their cars, but that's because most cars follow a traditional “unibody” design: The car's frame and panels together form the car's structure and together help share the burden of protecting the passengers.

Saturns, on the other hand, are constructed with a “spaceframe”

design. The frame does most of the work; the body panels function primarily as styling and aerodynamics. This means our safety engineers can build in the features they need to help ensure structural integrity—without worrying about how these 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” that help to absorb and dissipate the force of a crash before it reaches vehicle occupants.

To test the strength of these features, our engineers take a few more steps beyond the norm. They conduct crash tests at higher speeds and at different angles than those required. And with dummies sitting in positions other than what's mandated by law.

You can call our engineers overzealous. But the way we look at it, the more we can learn about worst-case scenarios, the better we can protect you in the more likely ones.

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.



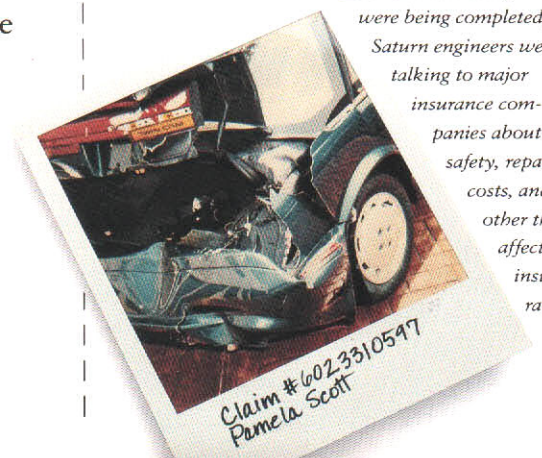
You can't see this feature, but you'll appreciate it when you're sitting in the back seat—which is where your children will be. It's a special ramp designed to help prevent children or other petite people from sliding forward under the safety belts—“submarining,” as it's called in the industry.

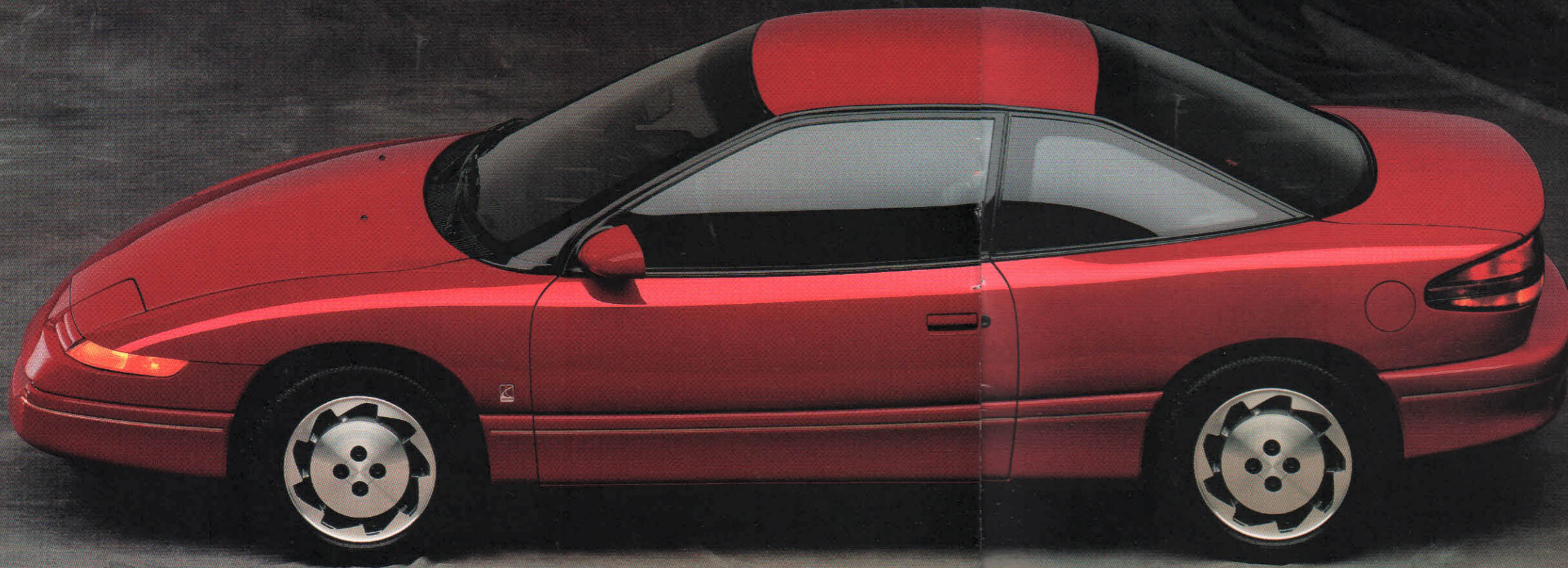


Every Saturn vehicle comes with “crumple zones,” areas specifically designed to crumple upon impact, thereby helping to absorb and dissipate the energy of a crash—before it reaches the passenger compartment.



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.





Like most good sport coupes, the Saturn SC is not an easy car to describe. We can tell you all about its features, its performance, and its looks—but to be honest, you can't fully appreciate this car until you slide behind the wheel.

But before you do that, we can at least give you a rough idea of what to expect.

As for looks, you can see for yourself that the SC creates a

fairly interesting first impression. The profile is sleek, racy, even dramatic—and for good reason. Remember that Saturn's designers were working with polymer, instead of metal. While there are only so many ways to bend a piece of metal, there are lots of ways to shape polymer.

Granted, looks are only skin deep. But we don't think you'll be disappointed once you open the

door. The steering wheel is wrapped in leather. The shift knob is placed exactly where your hand might naturally fall. The analog gauges are clearly displayed within your immediate field of vision. And visibility to corners is excellent.

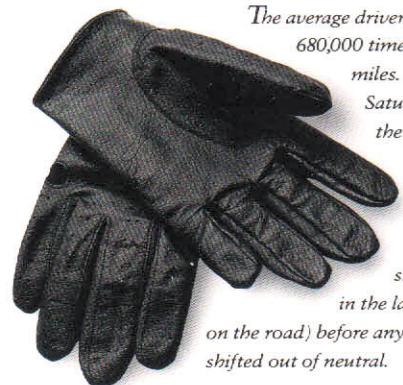
Still, the real test of any sport coupe comes when, as they say, the rubber meets the road. Like the SL2, the SC is powered by Saturn's performance engine:

16-valves, dual-overhead-cam, and multiport fuel-injection. It's a machine that delivers 124 horsepower at 5,600 rpm.

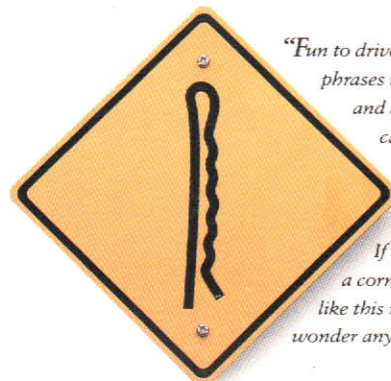
The variable-effort power steering feels assured and responsive, whether you're maneuvering your way through a parking lot or holding tight to a hairpin curve. The width of the track, long wheelbase, and rear stabilizer bar minimize body roll. And the SC's

five-speed manual transmission has an exceptionally light clutch action, while the automatic offers a "performance mode" that revs to a slightly higher rpm before shifting.

That's all we'll say for now. We'll let the SC tell the rest of the story on its own.



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.



"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 anymore.

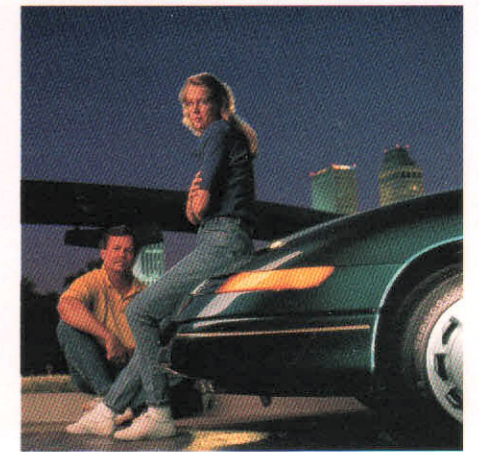
Aerodynamically speaking, our rear spoiler probably won't affect how you cut through the wind. But hey, what better way to spoil your rear? It looks great back there. And it's versatile—it's available on both the SL2 and the SC.



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.



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.



It 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. As she put on her blinker to change lanes, another car decided to change lanes, too.

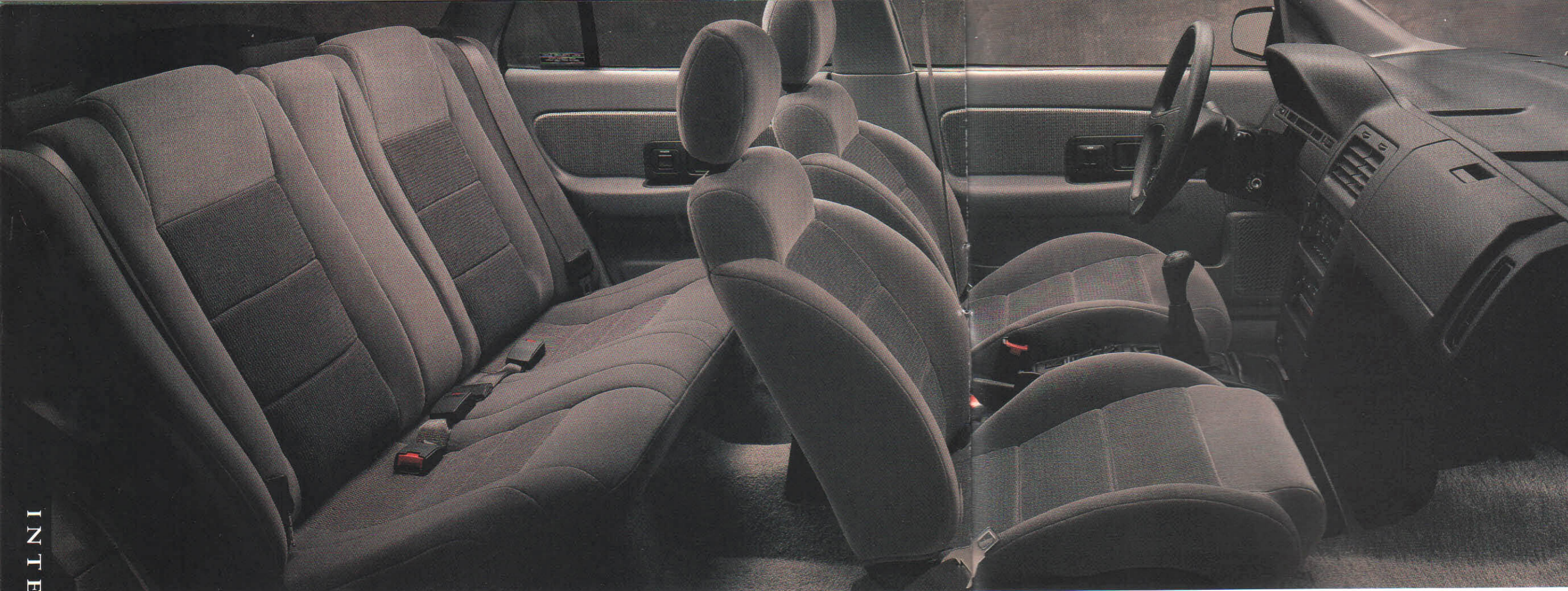
The next thing Darcy knew, the car was plowing into her left side, shoving her off the road and head-on into a telephone pole.

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.

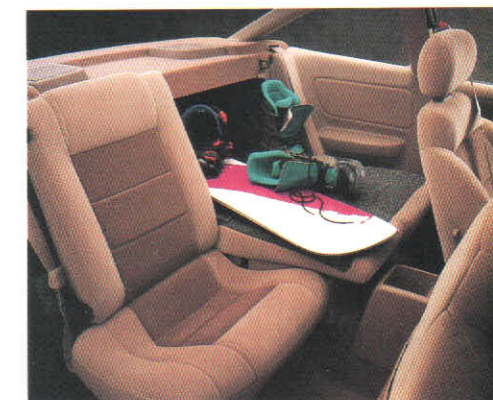
Of course her parents didn't care the least about the car. They just cared that Darcy wasn't hurt. And she wasn't—in fact, she walked away without a scratch. Fortunately, Darcy was wearing both her shoulder harness and her lap belt, and they held tight.

Like most parents, the Bordewiches could imagine how bad it might have been. Which is why on the very day the insurance cleared, the Bordewiches ordered another SC, just like the one Darcy was driving.



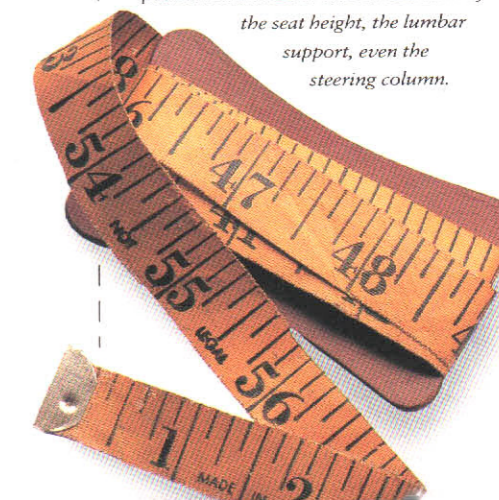


If you're tired of sitting on cloth upholstery, why not try sitting on leather? Saturn's optional leather comes in tan on the SL2 and in black on the SC. It also includes a leather emergency brake handle, a gearshift knob, and a leather-wrapped steering wheel (actually, the latter is already standard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



In all three Saturn sedans and in the coupe (featured above), the rear seatback splits and folds down to make toting big, cumbersome things that much easier. In fact, the sedans come with three safety belts in the rear seating area, so that you can fit two small children in 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.



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.

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.

If you drive to work, it's conceivable that you spend one, maybe even two hours a day sitting in your car. Time you don't want to spend with your knees up near your chin. Or with your head grazing the ceiling.

Saturn engineers were determined to avoid the cramped "cockpit" feeling so common to small cars, without resorting to boxy styling. What they wanted was what they got—a light, airy interior that gives the driver ample leg and head room.

All models include fold-down split rear seats, so you can pass large objects clear through to the trunk.

The instrument panel is a model of clarity: Analog gauges are in plain view and displayed white-on-black, for quick reading. All switches can be executed in a single action, and are very easy to reach—unless, of course, you're five years old, sitting in the back, and get a sudden impulse to open your door. In which case, chances are, nothing will happen. All Saturns feature child security rear door locks.

You may notice that—unlike many auto makers—we placed the car's stereo above the climate controls, instead of below them. Our engineers figured that unless you're planning a move to Siberia, you probably spend more time adjusting your stereo than, say, your heater. So why not make it the easier of the two to reach?

Every Saturn is also equipped with reclining bucket seats, an adjustable steering column, map pockets, an oversized glovebox, four-speaker stereo, full cut-pile

carpeting, rear window defroster, rear seat heat ducts, and remote releases for the hood, trunk and fuel-filler door.

Of course, all these amenities may not matter that much on a fifteen-minute trip to the store.

However, if you're serious about that trip to Siberia...

ENGINE AND ELECTRICAL		
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
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
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)
Braking System Front Disc Rear Drum	Dual-diagonal, power-assisted front disc/rear drum Ventilated, 986 in. (250.5 mm) diameter 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

CAPACITIES			
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 Optional automatic transmission and optional air conditioning	SL/SL1 SL2 SC SL1 SL2 SC	2,313.0 lbs. (1,049.0 kg) 2,407.4 lbs. (1,091.8 kg) 2,372.4 lbs. (1,075.9 kg) 2,343.0 lbs. (1,062.6 kg) 2,437.2 lbs. (1,105.3 kg) 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)

COLOR COMBINATIONS			
EXTERIOR	INTERIOR		
	SEDANS		COUPE
	SL/SL1	SL2	SC
White	Grey, Blue, Tan	Grey, Blue, Tan*	Black,* Tan, Blue
Silver	Grey, Blue	Grey, Blue	Black,* Blue
Silver/Grey	—	Grey	Black*
Grey	Grey	—	—
Beige	Tan	Tan*	Tan
Blue	Grey, Blue	Grey, Blue	—
Aquamarine	—	—	Black*
Blue Green	—	Grey, Tan*	Black,* Tan
Blue Black	—	Grey, Tan,* Blue	Black,* Tan, Blue
Black	—	—	Black,* Tan
Red	—	—	Black,* Tan
Red/Silver	—	—	Black*
Medium Red	Grey, Tan	Grey, Tan*	—
Medium Red/Silver	—	Grey	—

*Upholstery available in cloth or optional leather.

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.

