

Of the 200,000 or so people who purchased Saturns,
about half say they would have opted
for an import—had Saturns not been around.





SATURN SL



SATURN SL1



SATURN SL2



SATURN SW1

As you might imagine, hearing that some 100,000 people chose a Saturn over an import made us pretty happy—especially given that “beating the imports” has largely been our reason for existing.

Of course, a few years ago industry analysts had their doubts whether we could actually build a car this competitive. But then in those days analysts had their doubts about a lot of things—and rightfully so.

For example, who would ever have thought that so many people—200,000 in two years—would even consider a car (import or otherwise) so fresh out of the gate? Don't most people usually wait a while until the verdict's in? At least a year, until all the critics have had time to run their tests, tabulations, and whatnot? Or maybe even two years, to see if the car's makers can work out all the bugs and come through with the necessary fine tuning?

Well, if conventional wisdom is your guide, then the answer to all of this is yes. People usually do wait. And that's what made Saturn such a remarkable surprise.

Because this time people didn't.

Instead, they walked into the showrooms, test drove the cars, and then signed on the dotted line. Without any carefully tabulated statistics to bolster their confidence. Without the usual snippets of praise from industry experts. Without even one page of history to refer to in the nation's foremost consumer magazine.

In fact, without much to go on at all except what we told them. Or what their friends told them. Or what their gut told them—when they drove the car around the block for the first time.

All of which told *us* something. While we certainly appreciate a flattering review or a stellar ranking now and again, what we will always appreciate even more is simple “word-of-mouth.”

We figure that this, more than anything, is what put us on the road in the first place. And it's what will keep us there for years to come.

So, with that thought in mind, we proudly introduce Saturn's 1993 models. Along with a few nicely tabulated facts and figures that you might find, well, just plain enjoyable.



SATURN SW2



SATURN SC1



SATURN SC2

You know the usual story: The car that performs has an unquenchable thirst for gas. And the car that's economical—well, it tends to lose its umph on a straightaway.

Precisely the dilemma that guided Saturn engineers in their design of the SL1—a sedan that offers a good balance of both power and efficiency.*

The SL1 begins with a 1.9-liter single-overhead-cam fuel-injected engine delivering 85 horsepower at 5,000 rpm. With "torque-heavy" tuning, and gear ratios carefully matched to the engine output, it'll give you all the energy you need for maneuvering through city traffic, yet with plenty of stamina left over for cruising the freeway.

Equipped with a manual transmission, the SL1 clocks in with an estimated EPA rating of 28 miles per gallon in the city, and 37 on the highway.

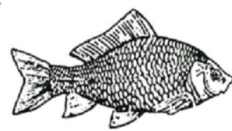
What's more, the SL1 boasts a finish that looks as if it belongs on a car costing twice as much. The paint process used on all Saturn models rep-



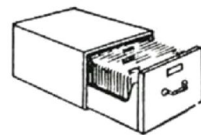
In the 1940s, four out of five cars were built in America. In 1960, only half were made here. And by 1990, less than one-fourth of the world's cars came from America.



The median age of cars on the road today is 6.5 years.



For a couple of seconds, a goldfish can accelerate just as quickly as a race car.



In 1990, when Saturn introduced its first four models, American consumers already had some 200 other models to choose from.



presents the latest technology available: a flexible acrylic primer, a waterborne acrylic base, and a polyurethane clearcoat.

The SL1 comes with front-wheel drive, four-wheel independent suspension, and a few other extras: Driver-side airbag. Variable-effort power steering. A height-adjustable steering column. Full analog instrumentation. Fourteen-inch all-season tires. Tinted glass. Halogen composite headlamps. Reclining front bucket seats and split fold-down rear seats. Remote trunklid and fuel-filler door releases. A carpeted cargo area. Three-speed intermittent wipers. And a rear-window defogger.

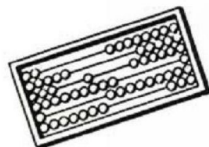
Many features that are frequently listed as "optional" on competitive vehicles. But somehow always show up as standard on the SL1.

*With an automatic transmission, the SL1 gets an estimated EPA rating of 26 miles per gallon in the city and 36 on the highway.

Last year when the number-crunchers tallied up their figures, the SL2 came out on top as Saturn's all-around best-seller. And it's likely to earn a similar distinction this year—thanks both to its solid performance and a few clever enhancements.

As before, the SL2 starts off with Saturn's performance engine: a 1.9-liter dual-overhead-cam multi-port fuel-injected version that delivers 124 horsepower at 5,600 rpm. With a five-speed close-ratio transmission, this engine's tuned to give you a good surge of power when you accelerate. Or if you spend most of your time in the city and get tired of shifting your way through stop and go traffic, you might choose Saturn's optional automatic—which has an impressive history of its own and one you can read about on page 10.

But before you start flipping ahead to that story, you might want to stay put for a minute and learn about a more recent one—Saturn's newly-designed optional traction control system.



During its first model year, Saturn sold around 40,000 cars. Now, two years later, it's selling that many every few months.



Sixty-six percent of the people who own Saturn sedans are married.



The first car to offer air conditioning was the Packard. It was exhibited in Chicago on November 4, 1939.



Some mountain roads in Peru are so narrow that the haulers who use them have an agreement: traffic goes one way Mondays, the other way Tuesdays, and so forth.

What's so great about traction control? Well, it's designed to help keep your wheels from spinning whenever you're accelerating and encounter something unexpected—like a sudden patch of ice or a pool of oil. In other words, it helps you keep your balance on ice, snow, or any other slippery surface by springing into action whenever your wheels start to spin, making the most of whatever traction you've got.

Of course, you can get traction control on other vehicles—that is, on vehicles costing two to three times as much.

All you have to do to get it on a Saturn (any Saturn except the SL) is opt for an automatic with optional anti-lock brakes.

Then it comes as part of the package.

Most people will confess to at least one station wagon in their past. Usually it was a lumbering behemoth, wood-paneled and wide-beamed, that lurched and heaved its way through daily rounds between piano lessons, the supermarket, and Aunt Lil's.

It was practical. But it wasn't exactly peppy.

Well, fortunately, times have changed—as evidenced by the new Saturn wagon to the right, which is both practical and peppy. Not to mention sporty and reasonable.

Actually, there are two Saturn wagons—the SW1 and the SW2. The SW1 is powered by Saturn's 1.9-liter single-overhead-cam engine, while the SW2 is driven by the dual-overhead-cam version.

Amazingly enough, they're both about as light on their feet as any Saturn sedan. The Saturn spaceframe creates such a tight and rigid body structure that our engineers were able to achieve the same structural rigidity by adding relatively few reinforcements.



By the end of 1992, Saturns are expected to be available in some 250 facilities in 42 states.



Venezuela requires drivers to take psychological tests as well as traditional driving tests—to weed out aggressive types.



In 1913, the first cars permitted to drive through Yosemite National Park had to honk at every curve in the road.



These days, it costs about \$5,000 to pay parking fees in mid-Manhattan for a whole year.



In fact, a Saturn wagon weighs only about 45 pounds more than a sedan.

Not bad, considering its carrying capacity. The cargo area will easily accommodate a 25-inch television set (still in its box). There's plenty of storage space: 56.3 cubic feet, with the rear seats down. And visibility to rear angles—which can be a problem in some wagons—is excellent.

Both the SW1 and the SW2 come dressed in the same dent-resistant polymer bodyside panels that distinguish all Saturns. When it comes to dents and dings, these panels are two to four times more resilient than steel. In fact, they're so flexible that they'll actually bend and bounce back. And they won't rust or oxidize.

So if you need something practical, but want something stylish, think of the Saturn wagon. And think of it as a family sports car.

Rest assured, it'll make the daily rounds just fine. Except that instead of lurching and heaving, it'll probably zip and zoom.

Whenever a car company introduces a new "entry-level" model—such as Saturn's new entry-level coupe directly to the right—people tend to have the same reaction: "Gosh, that's great guys, but come on. Fess up. What am I giving up to pay less?"

It's a fair question that deserves a straight answer. And we've got one: Surprisingly, not much—depending on what's really important to you. There are a few differences in fabric, wheel covers, headlamps, and whatnot. But very little when it comes to things like aerodynamic styling, safety, serviceability—or any of the other good stuff that's helping Saturn earn its reputation.

Like all the 1993 Saturn models, the SC1 comes with a driver-side airbag. It also comes with front-wheel drive, four-wheel independent suspension, and Saturn's five-speed, wide-ratio manual transmission, known for its light clutch feel and easy-to-manuever gear shift.

And don't be afraid to take a peek under the hood. There you'll find



Fifty-four percent of the people who own Saturn coupes are single.



Twenty percent of all traffic offenders are responsible for 80 percent of the tickets.



In the 1992 model year, the most popular Saturn color was blue green. The second most popular was medium red.



To buy a new car in Norway, you have to be prepared to pay 80 percent of the asking price in cash.



the same common sense layout characteristic of all Saturns. In addition to color-coded dipsticks, you'll see spark plugs, air filters, and hoses that are all very easy to reach and replace. Then if you crawl underneath the coupe you'll see something else—a nice little drip rail beneath the oil filter to take the mess out of oil changes.

In fact, when you get right down to it, the most significant difference between the SC1 and the more expensive SC2 is the engine. The SC1 is powered by Saturn's standard 1.9-liter single-overhead-cam fuel-injected engine, instead of the dual-overhead-cam performance model. But remember, this is the engine with the broad, flat torque curve—which means you'll have far more thrust than you might expect for taking a sharp corner as well as a sweet straightaway.

You'll also have something else you probably weren't expecting—now that you're cruising through town in a sport coupe.

A smaller car payment.

For this performance vehicle, what do you say we just forgo all the pretty superlatives and get down to business.

The SC2 is powered by Saturn's performance engine: the 1.9-liter 16-valve dual-overhead-cam multi-port fuel-injected model that delivers 124 horsepower at 5,600 rpm, and 122 foot-pounds of torque at 4,800. Acceleration is brisk, partly due to the car's relatively low weight—only 2,388 pounds.

Both the long wheelbase and the width of the track work to increase stability. So does the sport-tuned suspension. It's the same MacPherson strut design as on other Saturns, but with a larger stabilizer bar on the front, and an additional bar on the rear. All the better for minimizing body roll and cutting corners with your tires still kissing the ground.

The SC2 comes with Saturn's five-speed close-ratio manual transmission—though in view of some rather significant advancements, you might want to try out the optional



automatic. Saturn's automatic is what engineers refer to as a "smart" transmission—brainy enough to have racked up some 14 patents.

The goal is to make every shift imperceptible—no matter what the road or weather conditions. The computer defines the "perfect shift" and then issues commands to help make sure it's achieved.

This year Saturn's engineers have added two new features: "shift stabilization" and "fuzzy logic," which help control shifting when you're going uphill and downhill, respectively. From now on, the Saturn automatic will know which way is up, which way is down, and when it makes the most sense to shift.

And as the owner of an SC2, you'll know a few extra things as well.

Like how good it feels to hug a country corner. Or to slip behind the wheel of a sleek, shiny sport coupe each morning.



Apparently, New Jersey has more vehicles per square mile, more miles of highway per square mile, and more cars per mile of highway than any other state.



The average New York City elevator covers about 10,000 miles every year—close to the number covered by the average driver.



According to Saturn's company data, 24 percent of the people who bought a Saturn in 1991 traded in an import.



Did you know that there's actually a national organization called the "Association of Physicians Who Do Not Own a Mercedes-Benz?"



Car interiors have a peculiar way of affecting people. Either they're so bad that you're constantly wondering: Why on earth would anybody put that button there? Or they're so good that you rarely think twice about them. You just enjoy them.

Which hopefully is how you'll come to feel about any Saturn interior you slip into. The design starts with a simple, easy-to-read analog display, complete with a tachometer and a temperature gauge. Everything is right where it ought to be—all gauges are comfortably placed within the driver's line of vision, and controls are easy to reach. (Except, that is, for impetuous young passengers sitting in the back seat, who might try to open their doors. Fortunately, all Saturns feature child-security rear door locks.)

Most switches can be operated in a single motion. The power windows have "logic" switches—so up is always up, and down is down. And the auto

express feature on the driver's side means you don't have to hold the button down—just touch it, and it does the rest on its own.

No doubt you'll be pleased to see that there's a good amount of storage space, including map pockets, a rear seat console (on both coupes), and mesh pockets on the backs of the front passenger seats (in every model but the SL). Not to mention a few other conveniences, such as a four-speaker stereo system with optional cassette or CD player. Optional leather seating areas (on the SC2 and the SL2). And a patented seat belt latch that adjusts much more easily to children.

All in all, Saturn engineers put a lot of thought into the little things, so that you can put more thought into the big things—like the nice long stretch of freeway in front of you. Or that frustrating wad of cars packed in around you.

FEATURES	SEDANS		WAGONS		COUPES		
	SL	SL1	SL2	SW1	SW2	SC1	SC2
Driver-side airbag (supplemental inflatable restraint)	■	■	■	■	■	■	■
Anti-lock Braking System (ABS) includes 4-wheel disc brakes	■	■	■	■	■	■	■
Traction Control (requires Anti-lock Braking System and automatic transmission)	□	■	■	■	■	■	■
Black bumper fascias	■	■	□	■	□	□	□
Color-keyed bumper fascias	□	□	■	□	■	■	■
Tinted glass	■	■	■	■	■	■	■
Halogen headlamps (retractable SC2 only)	■	■	■	■	■	■	■
Driver side black mirror (manual)	■	■	■	■	■	■	□
Passenger side black mirror (manual)	■	■	■	■	■	■	□
Dual color-keyed mirrors (manual)	□	□	□	□	□	□	□
Full wheel covers (specific to each model)	■	■	■	■	■	■	■
Reclining front bucket seats with adjustable headrests	■	■	■	■	■	■	■
Driver seat with adjustable lumbar support and cushion height	□	□	■	□	■	□	■
60/40 split fold-down rear seatbacks	■	■	■	■	■	■	■
Adjustable steering column	■	■	■	■	■	■	■
Remote hood and fuel-filler door releases	■	■	■	■	■	■	■
Remote trunklid release	■	■	■	□	□	■	■
Rear window defogger	■	■	■	■	■	■	■
Front intermittent wipers with 3 variable speed settings	■	■	■	■	■	■	■
Rear intermittent wiper with 2-speed settings and washer system	□	□	□	■	■	□	□
Heat/ventilation system with 4-speed fan and rear seat footwell vents	■	■	■	■	■	■	■
Warning chimes for headlights-on and key-in-ignition	■	■	■	■	■	■	■
Full-length front console with storage and ashtrays	■	■	■	■	■	■	■
Rear seat console with cupholders and storage	□	□	□	□	□	■	■
Standard Analog—110-mph speedometer, 7000-rpm tachometer, trip odometer, fuel gauge and engine coolant temperature gauge	■	■	□	■	□	■	■
Performance Analog—135-mph speedometer, 8000-rpm tachometer, trip odometer, fuel gauge and engine coolant temperature gauge	□	□	■	□	■	□	■
AM/FM stereo with digital clock and four speakers	■	■	■	■	■	■	■

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

DRIVE TRAIN			
Availability	SL/SL1/SW1/SC1	SL2/SW2/SC2	
Engine Type	1.9-liter, SOHC, 8-valve 4-cylinder	1.9-liter, DOHC, 16-valve 4-cylinder	
Horsepower (SAE Net)	85 hp @ 5000 rpm	124 hp @ 5600 rpm	
Torque (SAE Net)	107 ft. lbs. @ 2400 rpm	122 ft. lbs. @ 4800 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	
Transmission Type	5-speed manual Optional (ex SL)—4-speed automatic overdrive	5-speed manual Optional—4-speed automatic overdrive	
BODY/SUSPENSION/CHASSIS			
Body Type	Steel spaceframe		
Exterior Panels	Dent/corrosion resistant polymer vertical bodyside panels and bumper fascias; galvanized steel hood (All); steel roof and trunklid (Sedans/Coupes); polymer roof and rear liftgate (Wagons)		
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 coil springs		
Steering Type	Manual rack-and-pinion (SL); variable-effort power steering (vehicle speed sensitive, rack-and-pinion) (SL1/SL2/SW1/SW2/SC1/SC2)		
Steering Ratio	24.4:1 (SL); 18.3:1 (SL1/SL2/SW1/SW2); 16.3:1 (SC1/SC2)		
Braking System	Dual-diagonal, power-assisted front disc/rear drum		
Front Disc	Ventilated, 986 in. (250.5 mm) diameter		
Rear Drum	787 in. (200 mm) diameter		
Anti-lock (ABS)	Optional—Power-assisted four-wheel disc brake		
Exhaust System	Full stainless steel		
Fuel Tank	12.8 gallons (48.5 liters)		
GAS MILEAGE			
EPA Estimated MPG	SL/SL1/SC1	SL2/SC2	SW1 SW2
Manual (City/Highway)	28/37	24/35	28/37 24/35
Automatic (City/Highway)	26/36	24/33	25/35 24/33
DIMENSIONS/VOLUMES			
	SL/SL1/SL2	SW1/SW2	SC1/SC2
Wheelbase	102.4 in. (2601 mm)	102.4 in. (2601 mm)	99.2 in. (2520 mm)
Overall Width	67.6 in. (1718 mm)	67.6 in. (1718 mm)	67.5 in. (1716 mm)
Overall Height	53.2 in. (1351 mm)	53.7 in. (1364 mm)	50.6 in. (1286 mm)
Track, front	56.8 in. (1443 mm)	56.8 in. (1443 mm)	56.8 in. (1443 mm)
Track, rear	56.0 in. (1422 mm)	56.0 in. (1422 mm)	56.0 in. (1422 mm)
EPA Passenger Volume	88.7 cu. ft.	90.1 cu. ft.	76.4 cu. ft.
EPA Cargo Volume	11.9 cu. ft.	28.8 cu. ft. (rear seats up) 56.3 cu. ft. (rear seats down)	10.9 cu. ft.

A WORD ABOUT THE SATURN OWNER PROTECTION PLAN

MONEYBACK GUARANTEE: Within the first 30 days or 1,500 miles of delivery, whichever comes first, the original purchaser may return their 1993 Saturn vehicle—for any reason—if not completely satisfied. 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. Program provisions are detailed in our 1993 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; and the battery, which is subject to a prorated charge for the remainder of the warranty period after 1 year or 12,000 miles.) There are no deductibles, and the warranty covers the cost of any repairs to correct any vehicle defect related to materials or workmanship during the warranty period. Maintenance and wear items are covered up to their first scheduled maintenance inspection or replacement period. In the event that the vehicle is sold, the balance of the warranty remains in effect for subsequent owners at no additional cost.

24-HOUR ROADSIDE ASSISTANCE: From the moment of purchase, throughout the term of their 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.

SATURN SERVICE PLAN: For every Saturn owner there are different needs. That's why Saturn offers several Saturn Service Plan options to supplement an owner's warranty coverage: some covering the powertrain only, and others covering virtually the entire car. Together, with the other Owner Protection Plan features, the Saturn Service Plan—fully backed by Saturn—offers greater convenience and added peace of mind.

OWNER ASSISTANCE: If Saturn owners need help, or perhaps just have questions about their car, they can call their retailer and ask for the Customer Assistance Liaison, who personally handles the requests. Or, Saturn owners can take advantage of a direct link to Saturn by calling the Saturn Assistance Center at 1-800-553-6000. See your Saturn retailer for more details about the Owner Protection Plan.

A WORD ABOUT SATURN SAFETY FEATURES

OCCUPANT PROTECTION: Driver-side airbag (supplemental inflatable restraint system) • Automatic shoulder / manual lap belt system 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 positions (Sedans and Wagons only) • Energy-absorbing steering column • Energy-absorbing instrument panel • Interlocking door latches • Laminated windshield glass with urethane bonding • Side-guard door beams • Passenger-guard inside door lock handles • Head restraints, driver and front passenger (adjustable) • Breakaway inside rearview mirror • 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 • Backup 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

COLOR COMBINATIONS

EXTERIOR	INTERIOR					
	SEDANS/WAGONS			COUPES		
	SL	SL1/SW1	SL2/SW2	SC1	SC2	
						Accent Stripe
Aquamarine	—	—	—	Dark Grey	Black*	Silver
Black	—	—	—	Dark Grey	Black*/Tan*	Gold
Blue	Grey	Blue	Blue	Dark Grey	—	—
Blue Black	—	—	Blue/Grey/Tan*	—	—	—
Blue Green	—	Grey/Tan	Grey/Tan*	—	Tan*	Gold
Gold	Tan	Tan	Tan*	Tan	Tan*	Black
Grey	Grey	Grey	—	—	—	—
Medium Red	Grey/Tan	Grey/Tan	Grey/Tan*	Dark Grey/Tan	—	—
Medium Red w/Silver	—	—	Grey	—	—	—
Plum	—	—	—	Dark Grey	Black*/Tan*	Gold
Red	—	—	—	—	Black*/Tan*	Gold
Red w/Silver	—	—	—	—	Black*	Red
Silver	—	—	Grey	Dark Grey	Black*	Red
Silver w/Grey	—	—	Grey	—	Black*	Red
White	Grey	Blue/Grey	Grey/Tan*	Dark Grey/Tan	Tan*	Gold

*Available in standard cloth or optional leather upholstery. SW2 not available with two-tone paint or optional leather upholstery.

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.

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