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

SATURN.

In a way, all of the 9,767 people who work at Saturn put their personal stamp on every single car we make. The signatures you see on our cover are just a small representation of those dedicated Saturn team members.

Nuts, bolts and good ideas.

If Saturns were built with nothing but tangible materials like steel, polymer and glass, they would be very unlike the cars you'll find in the pages that follow. They wouldn't be nearly as safe or reliable. They wouldn't be as inexpensive to maintain, nor would they make you wish you could skip work altogether and head for the open road.

What makes our cars different is the creative thinking we put into every square inch of them. Here at Saturn, we thrive on ideas, and encourage every single person who works here (and some who don't, like customers and suppliers) to get involved in a process we call "Continuous Improvement."

In these pages, you'll find a kind of workbook, showing just how some of our favorite ideas got from the drawing board to the showroom. In the end, we think you'll have a better idea of how we've managed to make our company, and our cars, so unique. We hope you'll find it useful in your search for the car that's right for you.

*See page 22 for explanation.

Introducing the world's first three-door coupe. (And how we became the first to say those magic words.)

Now, smart ideas can come from anywhere, but the fact is, they don't usually come from meetings. And yet, that's exactly where the three-door coupe was born, in a brainstorming session between retailers, engineers and autoworkers. It was a retailer who brought it up first. Wouldn't it be great, he said, to build a coupe that had an extra door on the driver's side, so you could put your things in back—briefcase, kids, a weekend's worth of camping gear—without a monumental struggle? After pausing for a moment to wonder why no one else had thought of it sooner, we all agreed that sounded pretty handy.

We knew it would take a commitment from everyone at Saturn to design, build and test the new coupe. Every engineer. Every autoworker. Everyone who brewed the coffee extra-strong to help us through the late nights. So we got straight to work. All 9,767 of us.

1

1. With the third door, we've added convenience and accessibility to something as small as a sports coupe. And we did it in record time, too, by having Designer John Phillips team up and work side by side with engineers.

The Three-Door Coupe Team: John Phillips, Le Morris Hayes, Steve Resch, Kurt Galazka, Michelle Benincasa, Jeff Mass, Wayne Stroope, Bill Bliss, John Perring and Tom Strubbe.

How do you build a car before it's even designed?

There were no plans or blueprints at first. In fact, when Tom Strubbe and Kurt Galazka were asked to build a prototype of the new coupe, all they had to work with was the outline of a door marked with masking tape, a saw and a mission. When the dust had cleared, no one could quite believe how much space we'd been hiding in the back seat.

In the beginning, the core team stayed lean, to make decisions and implement solutions quickly. And there was a lot to consider. Like how to add a door and still maintain the coupe's sleek lines. And how to hinge the third door so it opens at a near-90° angle. Well, it took plenty of precise calculations and a few sleepless nights, but we managed to figure out all the answers.

Finally, a coupe that opens wide to accommodate passengers easily, including Tom Strubbe and Kurt Galazka of the Mock-up Team, shown here. Here's how it works: open the driver-side door and you'll find a latch located on the side of the rear access door. Squeeze the latch and the door opens to almost 90°.

While we were designing the three-door coupe, the safety team took an especially close look at side-impact protection. After considering many different designs and materials, the team determined that inserting a piece of wavy steel inside the driver's door would help absorb side-impact energy effectively. As one team member put it, "Some of the ideas we've incorporated into the coupe happened because everyone involved felt free to offer their suggestions and ideas. It seems like a small thing, but that's what makes it fun to get up in the morning and say, 'All right, I'm ready for the next challenge.'"

Designing a car is one thing; getting it built is another. So, long before the first three-door coupe ever made it to the assembly line, we consulted Team Champions like Robert Lee. Together, we came up with a smart, efficient way of building the coupe. Says Robert, "We take what the engineers have on paper, and figure out how to build it right, time after time."

2. It may not look like a miracle of modern science, but in the event of a side impact, this wavy piece of sheet metal in the driver's door will help protect you.

2

SATURN SC2

OVAL TEST TRACK - MILFORD, MI

"Negotiating the highway on-ramp in my SC2 is the highlight of my day."

During the week, James Walker is a mild-mannered Saturn engineer. But on the weekends, he's pushing his SC2's torque-heavy, 1.9-liter engine to the limit in SCCA showroom stock races throughout the Midwest. In their first year out, James and his team tore up the track, grabbing the top spots in seven out of nine outings against a field of up to 30 competitors. James explains their success this way: "The SC2's weight distribution is great. The car's track width is plenty wide. And it's really nimble—from a handling standpoint, the coupe is wonderful."

Even if you don't spend the weekends chasing the checkered flag, the SC2's sleek, aggressive styling with standard rear spoiler, 15-inch Firestone Firehawk GTA performance tires and driver-oriented cockpit will still make your commute feel slightly more inspired. Of course, we didn't ignore the creature comforts, like air conditioning, leather-wrapped steering wheel and functional third door—all standard. Add the optional stereo with CD player, and the SC2 becomes about as close as you can get to a luxury coupe without compromising on economy.

James Walker, Anti-lock Braking System Engineer

ENGINE	Powerful 1.9-liter, torque-heavy dual-overhead-cam engine.
TIRES	Firestone® Firehawk GTA performance tires designed especially for Saturn.
STEERING	Variable-effort power steering adjusts to give more assist at slower speeds.

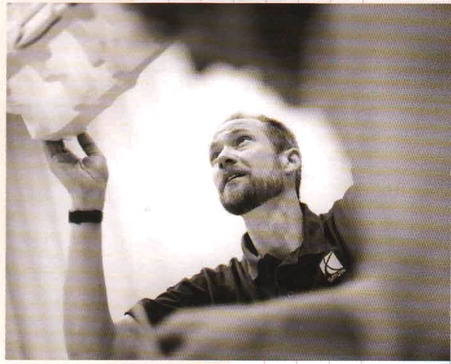
SC2:
Height 52.4 in. (133.3 cm)
Length 180.0 in. (457.4 cm)
Width 67.3 in. (170.9 cm)

Welcome to Saturn's semi-anechoic chamber. Because it's sealed off from the rest of the world, noises are easier to isolate and identify, which is precisely why we came here to develop our new, quieter engine. Below, Bob Downs of the Noise and Vibration Team runs a test on a Saturn powertrain.

How we found a quieter engine inside a soundproof room.

Engineers Bob Downs and Dean Hauersperger didn't like what they heard. Noise, more of it than they wanted, coming from the Saturn powertrain. It was time to bring the whole works into the semi-anechoic chamber (our version of a soundproof booth) to take a look—and listen—under the hood and figure out how to eliminate those excess decibels.

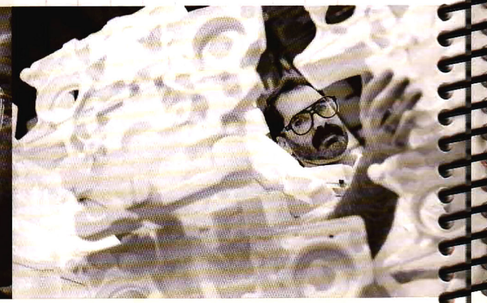
Examining the engine part by part, they were able to identify the primary culprits: the crankshaft, connecting rods and pistons. At most companies, this is where the story would turn, to include tales of five-year feasibility studies and lengthy committee meetings. But we're happy to report that Bob and Dean got the go-ahead on their project, and they were left to refine the engine components in peace and quiet. We think you'll find the difference is quite remarkable, unless you have the radio on too loud to notice.



3. Even Saturn's got a few skeptics. To prove how quiet the new engine is compared to the old one, Dean bought a stereo and played recordings of each. Suddenly, there were no more skeptics.

3

4. The counterweights on our new crankshaft (it's the one on the left) have been redistributed, reducing engine noise by a fraction of a decibel. Granted, that doesn't sound like much, but decibels are like dollars: they quickly add up.

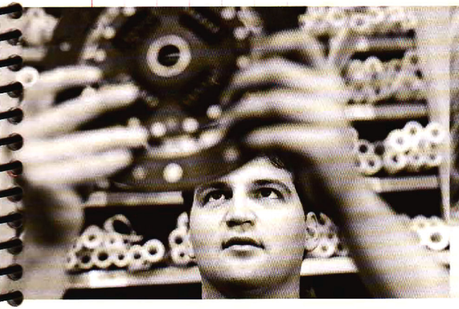


Al Nelson and Rene Chartier: the Michelangelos of lost foam and rigid engines.

Creating a quieter ride wasn't simply a matter of checking and fine-tuning our components. Just ask Engineers Al Nelson and Rene Chartier, who spent two 12-hour days carving, gluing and sculpting foam into a stiffer, quieter engine block.

Why foam? Because it's the secret to lost-foam casting, which allows us to change and improve our engine block and components faster and more easily than traditional casting processes. Now, there may be no such thing as a museum dedicated to engine parts (and that's probably for the best), but we still think of Al and Rene as artists among engineers.

How do we distinguish a sound that's pleasant from one that's harsh? The answer is psychoacoustics, the science of how the human ear perceives sound. Cindy Coloske, one of our resident experts, explains the role of psychoacoustics in developing our quieter engine: "An engine has a lot of parts moving and resonating at different frequencies. They all have to be tuned and managed for overall harmony, kind of like an orchestra."



When you're sitting in a library, a low whisper can seem as loud as an all-out bellow. Same goes for engine noises, as we discovered when our quieter engine revealed a sound we hadn't heard before. Once they pinpointed the problem, Ken Micklash and the rest of the Transmission Group devoted themselves to engineering a softer (and less noisy) spring for the clutch disc. According to Ken, "We basically rebuilt the whole thing. Now Saturn has one of the most advanced clutch discs in the world."

5. Our steel timing chain is more durable than the rubber timing belt you'll find in other cars, but it was a bit too noisy for our taste. This year, we redesigned it with smaller, finer links for a smaller, finer sound.

SATURN SC1

CAR MARSHALLING YARD - SPRING HILL, TN

"It's a fuel-efficient car that's fun to drive—great for cruising on long trips."

Take off in almost any direction, and you'll discover a basic fact—smooth, perfect roads are few and far between. Fortunately, as Saturn Chassis Engineer Chris Berube points out, the SC1's ride and handling can pick up the slack. He says, "The four-wheel independent suspension with the touring tire option makes the SC1 a great performer, especially in terms of rough-road isolation." In other words, should you encounter potholes in New York City or rutted roads in the far corners of Texas, the SC1 will help keep you from feeling every bump and crevice.

Eventually, the road will lead you home, and when it does, you'll find that the SC1 is an easy car to live with. With its generous cargo area and revolutionary new third door, transporting even the most mundane of life's paraphernalia (your groceries, dry cleaning, laptop computer) becomes a bit less of a chore. And, like all Saturns, the SC1 is built to keep the cost of ownership low and resale value high. After all, you've got to start saving for the next big road trip.

Christopher J. Berube

Chris Berube, Chassis Engineer

ENGINE	Aluminum-alloy 1.9-liter engine delivers 100 horsepower at 5,000 rpm.
MPG	29 mpg city and 40 mpg highway estimated EPA fuel economy, manual transmission.
CARGO	Generous 11.4 cubic feet of trunk space.

SC1:
Height 52.4 in. (133.3 cm)
Length 180.0 in. (457.4 cm)
Width 67.3 in. (170.9 cm)

Good Idea + Ingenuity x Hard Work = Our New Front Seatbelts.

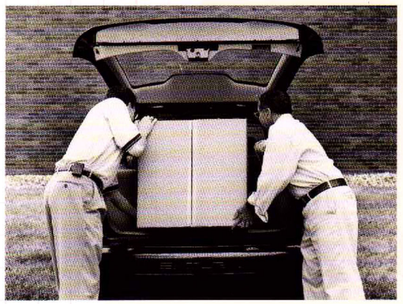
If you were to look inside Engineer Summer Gilbert's head, you'd notice that she spends an extraordinary amount of time thinking about seatbelts. For starters, how to make them more convenient and more comfortable to wear. This year, all that brainpower also resulted in a new load-limiting front seatbelt system. During a crash, it helps reduce the amount of force on the occupant's chest to lower the risk of chest injuries.

Of course, even simple changes make a difference. For instance, we lengthened our front seatbelt latch by 22 mm, to make it easier to buckle up. To give credit where it's due, Summer got that idea from one of our best sources—Saturn owners.

6. In the event of a crash, a Saturn is designed to crumple in the front and rear. Why? To absorb and isolate impact energy, so less is transferred to the passenger compartment.

Saturn seatbelt engineers are known for their attention to small details. "I admit, we tend to be fanatics about safety," says Summer Gilbert. Which just might explain why Saturns have consistently been named one of the safest cars on the road.*

*Named "First for Safety" among cars under $13,000 by *Kiplinger's Personal Finance Magazine Car Buyer's Guide*, 1995–1998.

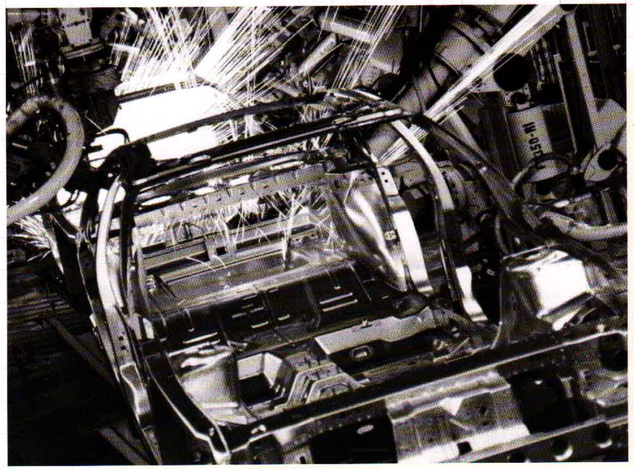


Protecting lives and preserving cubic inches.

Wagons are unique. They've got that big expanse of cargo space in the back, and in order to withstand side impact, the structure has to be reinforced a bit differently than other cars. So, when we decided to further improve our wagon, we had to ask: How do we add protection without sacrificing space?

Thanks to team brainstorming and plenty of testing, Engineers John Perring and Nim Das were able to conclude that inserting a specially designed steel bar behind the rear seats was the most logical solution. It ensures that two-by-fours and moving boxes still fit in the back of our wagons and, more important, helps safeguard all that really valuable cargo you've got buckled up in the back seat.

When it comes to designing cars, Saturn safety engineers have to take both crashworthiness and accident avoidance into account. "Crashworthiness refers to how well a car performs in a crash," explains Engineer Lynn McNulty. "Accident avoidance has to do with preventing the crash in the first place." Saturns come well equipped with a substantial number of accident avoidance features (like daytime running lamps, rear window defogger and easy-to-read gauges) and have demonstrated their crashworthiness in lots of closely monitored crash tests.



If you were to remove a Saturn's polymer panels and take off down the road in our reinforced steel spaceframe, you might feel a bit of a breeze, but you'd still be quite safe. (It goes without saying, but just in case you're thinking of it: Don't try this at home.) The best part is, Saturns still cost under $16,000—not a bad price to pay for helping you feel safe and secure.

Naturally, we know that a car's skeleton isn't all that glamorous, so it's also worth mentioning that it's a Saturn's strong steel insides that allow us to use our lustrous, dent- and ding-resistant polymer bodyside panels on the outside.

7. Our family of Hybrid III crash-test dummies keeps growing. There's the average male dummy, petite female dummy, side-impact dummy and infant dummy, just to name a few. In fact, to ensure they're as lifelike as possible, we even make sure they've got their Hush Puppies™ on. The point being, everyone deserves a safe car, regardless of their shape or shoe size.

Please see the glossary to find out more about these safety features.

- Anti-lock brakes
- Anti-submarining rear seat ramps
- Child security and safety
- Daytime running lamps
- Safety belts
- Security System
- Side-impact beams
- Spaceframe
- Traction Control System

See page 39 for more details on accident avoidance and occupant protection.

SATURN SL2

OVAL TEST TRACK – MILFORD, MI

"You get the same kind of personal service as the person who spent more on a luxury car."

As a Saturn Field Engineer, Nader Motamedi travels around the western United States, working closely with retailers to keep Saturns, and Saturn service operations, running smoothly. "A lot of people dread taking their car in for service," he says. "But Saturn customers tell me, 'I like taking my car in because the people there talk to me like I'm a human being.'"

Naturally, with all that territory to cover, Nader has firsthand experience in how Saturns perform over long distances. "Yes, the SL2 is a reliable car," he says. "But it's quick and agile, too."

In fact, there's something instinctively satisfying about powering down the highway in an SL2. The 124-horsepower, torque-heavy engine keeps you out of the slow lane, while the optional automatic transmission negotiates steep grades and twisting two-lane highways with an intuitive ease.

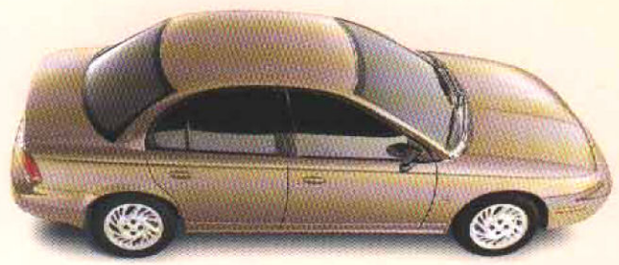
But performance is only half of the equation, so the SL2 comes with a comfort-oriented interior, complete with air conditioning, adjustable lumbar support and cushion height for the driver's seat, and ample storage for cups, coins and maps. And, of course, there's that friendly Saturn service.

nader motamedi

Nader Motamedi, Field Engineer

ENGINE	Further refined 124-horsepower, 16-valve engine runs more smoothly, with greater fuel efficiency.
SUSPENSION	Sport-tuned suspension for excellent cornering and handling.
GAUGES	Performance gauge layout includes 130-mph speedometer, trip odometer and 8,000-rpm tachometer.

SL2:
Height 54.5 in. (138.5 cm)
Length 176.9 in. (449.3 cm)
Width 66.7 in. (169.4 cm)

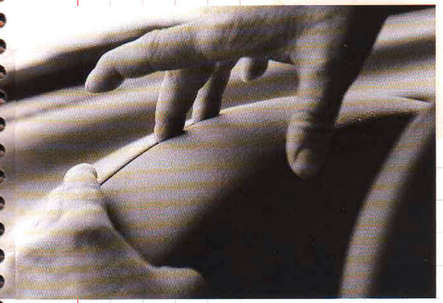


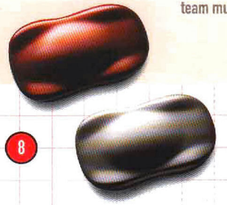
Despite the fact that his work has earned high praise from both engineers and environmentalists, Sam says, "The awards and everything don't mean that much. It's just looking at the parts and knowing you've made them better—that's what I like about it."

How a better dashboard helps keep the environment clean.

When Sam Shepherd of the Plastics Team set out to improve our dashboards, little did we know how much of a difference he would make. We used to make our dash the standard way: shaped it out of hard plastic, then painted it. Sam knew that if he could form the top of the dash (the part just below the windshield) using pre-colored plastic, he could eliminate the paint process altogether.

It's not an entirely new concept; other car companies have tried to do it before. The difference is, Sam stuck with it until he made it work. As a result, Sam and his team have saved the environment from about 275 tons of paint-related wastes and emissions every year. And, oh yeah, he also managed to make our dashboard a whole lot nicer.





8

8. Sam and the rest of the Plastics Team are hard at work, figuring out how to make exterior panels using pre-colored plastic. There are a few kinks to work out, but they're closing in on the solution. If they succeed, our exterior panels could be colored solid all the way through. So even if your Saturn gets scraped or scratched, it would be quite a bit less noticeable. Below, some of Saturn's exterior paint "frogs" that the team must match precisely.

In an earlier decade, we'd have called it good karma.

When it comes to vinyl material, Jeanette Schatz and her team believe in reincarnation. It all started when they noticed the trimmings from our instrument panel were simply going to waste. Determined to find a more environmentally responsible way to dispose of the scraps, Jeanette tracked down a company willing to take the material and turn it into padding that's now being used by lots of car companies to help isolate engine noise from the passenger compartment.

But following through on their own ideas is only half of the team's job. They also work closely with other team members from all over the plant, reminding them that scrap doesn't necessarily have to be thrown away.

9. Allow us to introduce you to Lean Tool Dog, the unofficial mascot of Saturn's Workplace Development Center. The Center is a kind of lab where team members can come and test out a new idea, be it for a new wrench or a whole new way of installing a door. The way we see it, there's almost nothing in this world that can't be done better, so why not give everyone an opportunity to try?

9

Quality Technician Florence Sak wondered what happened to parts that didn't pass inspection, and how those parts came to be damaged in the first place. So she organized the Discrepant Materials Team (that's them in the picture below) to keep track of errors, locate the source of problems and work out solutions.

The interesting thing is, the members of the team all work on the line, and yet they're not afraid to report problems, even when their own group is responsible. "The team concept is the hardest way to work because there's no one to blame except yourself," Flo says. "But you're also the one who can solve the problem and make the cars better, and that's what makes Saturn different."

More ideas for the environment.

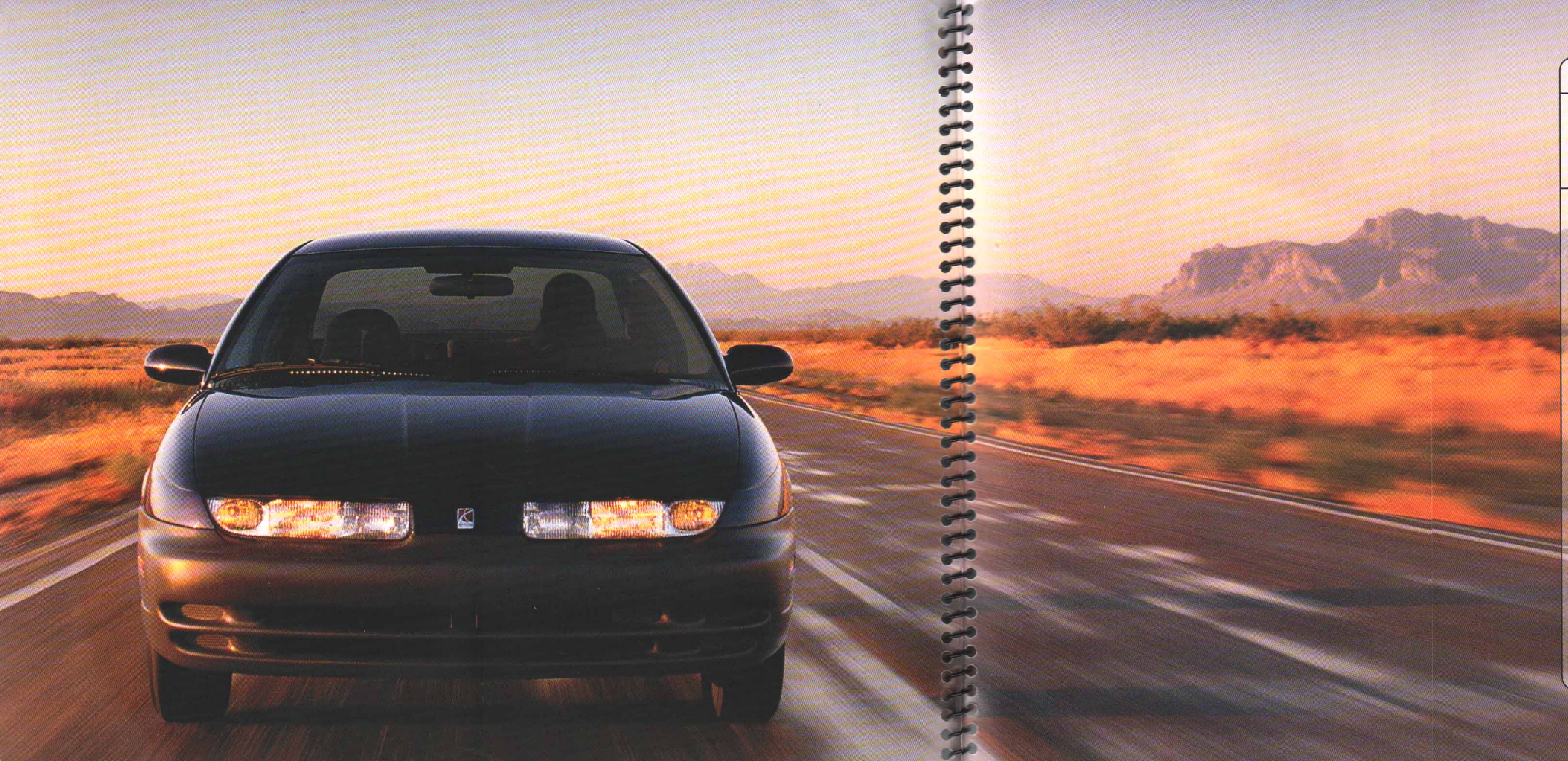
Instead of sending wooden shipping pallets to a landfill, Saturn found a way for them to be reused. Some are made into birdhouses, others into furniture.

•

Polymer fenders that don't pass inspection get a new lease on life, since they're recycled back into wheel covers.

•

Together with the University of Tennessee, Saturn is working to reintroduce native plant and animal life to more than 1,000 acres surrounding the plant.



SATURN SL1 | DESERT PROVING GROUNDS - MESA, AZ

"The SL1 is a really dependable car—easy to own and tough to wear down."

Paul Scherer knows a thing or two about the enduring nature of Saturn cars: Out in Mesa, Arizona, he puts our sedans, coupes and wagons through harsh durability tests in the searing desert heat. "Guess you could say we try to destroy the cars," he says. "So far, we haven't succeeded."

We'll be the first to admit that a practical car that looks like a practical car is unlikely to send chills down anyone's spine. That's why we designed the SL1 to be a rare exception to the rule. With its glossy polymer bodyside panels, sporty silhouette and daytime running lamps, the SL1 is a reliable, economical car that can still turn a few heads.

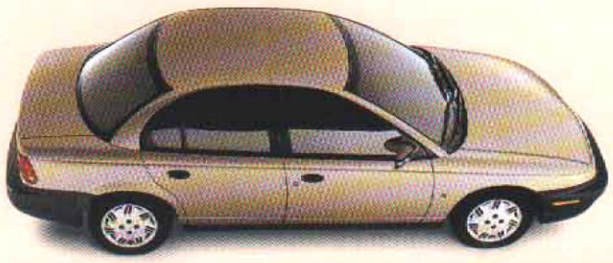
Under the hood, you'll find an eager-to-please 1.9-liter engine, fed by an efficient fuel-injection system. Of course, the SL1 has all the safety features of our other cars, so no matter where the road leads, our reinforced steel spaceframe, side-impact door beams and newly designed load-limiting front seatbelts will be there to help protect you.

Paul J. Scherer

Paul Scherer, Engineering Manager

ENGINE	Spirited sequential-port fuel-injected engine yields 114 foot-pounds of torque at 2,400 rpm.
MPG	Estimated EPA fuel economy is 29 mpg city and 40 mpg highway, manual transmission.
DRIVE	Front-wheel drive provides excellent traction in foul weather.

SL1:
Height 54.5 in. (138.5 cm)
Length 176.9 in. (449.3 cm)
Width 66.7 in. (169.4 cm)



Visit our showroom from Moscow, Antarctica and Timbuktu.

After two years in Moscow working on the International Space Station, Karl Schab was coming home—and he wanted a new Saturn waiting for him when he arrived. The question is, how do you shop for a car when the retailer is 5,000 miles away? The answer, as it turns out, was the Saturn Web site.

Online, Karl researched the latest models. He even printed out pictures to show his Russian friends, who agreed that his soon-to-be SC2 was *ochen krutoi*. (Translation: "very cool.") Before logging off, Karl requested that a retailer contact him to go over the details. "I got an e-mail from a real human being in less than 24 hours," he says. "That was a surprise." The human being turned out to be Larry Marr from Saturn of Colorado Springs, who worked out the particulars with Karl in a few rounds of e-mail. When Karl landed back in the States, all there was left to do was go see Larry, sign a few papers and take his family for a spin. "Before I went to pick it up, I had seen the SC2 once in passing. It looked even better than it did on the Web site."

10

10. Have you ever had to wait for weeks at a stretch before your car was repaired? Chances are, it was because your mechanic didn't have the warehousing space to keep the necessary parts in stock. At Saturn, we use a sophisticated inventory control system that ensures that almost every single Saturn part is either in stock or available within 24 hours.

Karl's SC2 has a power sunroof and ABS plus Traction Control, a combination that has made his long, mountainous commute not just more manageable, but downright enjoyable. "My route to and from work takes me on a winding mountain road. The SC2 likes the curves, and I actually look forward to the drive."

Smart Technology

Saturn Durability

Easy Maintenance

Low Cost of Ownership

Designs for the Environment

Saturn Safety

Our cutaway cars are labeled with the icons shown above, to help translate the thinking that goes into a Saturn into ideas that really matter to car owners. For instance, our headlights are labeled with the Easy Maintenance icon, because the bulbs are very simple to replace.

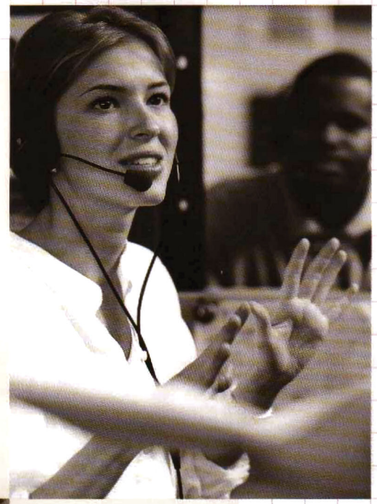
And if we could fit a Saturn under a microscope, we'd do that, too.

The cutaway car is like any other Saturn, except we've peeled back some of the layers, so nothing stands between you and our MacPherson struts, side-impact door beams and all the other things that make a Saturn a Saturn.

To be honest, we came up with the idea simply because we didn't want the 150 or so test cars we build at the beginning of every model year to end up as scrap metal. But, as it turns out, it's a great way to get to know a Saturn, inside and out.

11. Last year, Saturn started shipping specially built right-hand-drive cars to Japan. But not all our RHD vehicles end up halfway around the world. The SWP is a right-hand-drive wagon that's available here, where it's been modified for postal carriers who deliver the mail to hard-to-reach addresses. Just goes to show, neither rain, nor snow, nor gloom of night can keep a Saturn off the road.

Team members who work at the Customer Assistance Center never know what the next phone call will bring. But if it's a Saturn owner who needs help, they'll find a way to do just that. Consider the gentleman who had a circulation problem and needed a few yards of our interior fabric so he could add extra cushions to the driver's seat, the students who needed information about Saturn for their business school project, or the guy in search of a used silver Saturn wagon he could buy. There's something comforting in knowing that, no matter where you and your Saturn go, a friendly voice and sympathetic ear are as close as the nearest telephone. If you have any questions, ideas or you just want to let us know what's on your mind, give us a call at 1-800-522-5000.



At Saturn, teamwork extends far beyond the Spring Hill town limits. For instance, nearly 100 Saturn Playgrounds have sprung up across the United States, thanks to the dedication (and sheer muscle power) of retailers, owners and team members.

SATURN SW1&SW2 | NEAR THE SATURN FARM – SPRING HILL, TN

"You have a lot of zip, but you can also throw in your stuff and just take off."

John Phillips is a big fan of our wagons. "A lot of us have a vision of riding in the back of station wagons when we were young. There's a nostalgia to it," he says. "All of a sudden, you're taking that and turning it into something smaller and more practical, to get in and out of parking spaces quickly."

Small and practical, however, doesn't mean our wagons drive like you'd expect them to. In fact, once you're on the road, you may begin to think that you're behind the wheel of a nimble, spirited coupe.

But even with the fast-paced agility of a sportier car, there's no need to leave real-world benefits behind. After all, our wagons have been shown to have the lowest maintenance and insurance costs of any small wagon for three years running.* "Saturn makes wagons because they realize how functional they are," John says. "I just think they're some of the coolest products we have."

John W. Phillips

John Phillips, Designer

*According to *The Complete Car Cost Guide*,™ 1996–1998, IntelliChoice,® Inc., Campbell, CA. www.intellichoice.com.

ENGINE	1.9-liter single-overhead-cam in the SW1; 16-valve dual-overhead-cam in the SW2.
CARGO	24.9 cubic feet of cargo space with seats up and 58.2 cubic feet with seats folded down. Cargo net included.
EXTRAS	Remote liftgate release and rear washer/wiper system.

WAGONS:
Height 54.9 in. (139.6 cm)
Length 176.9 in. (449.3 cm)
Width 66.7 in. (169.4 cm)

The SW1 is pictured above.

INTERIOR

DESIGN STUDIO - WARREN, MI

"Instead of saying it's good enough, we're vigilant about getting every detail right."

Interiors Development Engineer Jeff Corkins is extra-critical. "I consider myself the toughest customer we have. My colleagues think I am—when they see me coming, they know that somewhere, there's a tiny detail that needs work."

With Jeff's approval as our inspiration, we carefully plan every inch of our interiors to keep you comfortable, whether you're driving one mile or one thousand. Naturally, we use nice fabrics (or very supple leather, should you prefer it) and have split rear seatbacks so you, your passengers and your cargo can comfortably coexist. And we've made sure that our ergonomically designed knobs, switches and controls are within reach and clearly marked, so controlling the temperature doesn't turn into an exercise in futility.

And then there's the sense of spaciousness we build into every Saturn. Perhaps it's the excellent visibility or the generous allotment of head- and legroom. Either way, it makes for an experience that even the most discerning interiors engineer can appreciate.

Jeff Corkins

Jeff Corkins, Interiors Development Engineer

Air conditioning. Go ahead, roll up the windows and turn on the AC. Saturns use environmentally friendly CFC-free refrigerant, so you don't have to fret about the ozone layer. Standard on the SC2, SL2 and SW2.

Backlit instrument cluster. Speedometer, tachometer, gas gauge and more—all logically laid out and easy to read.

Height and support adjustment. Make yourself feel more at home by fine-tuning the cushion height and lumbar support of the driver's seat. Standard on the SC2, SL2 and SW2.

Leather. Leather is as practical as it is indulgent, as anyone who has spilled a cup of coffee in the car can attest. Our optional leather package includes leather seating surfaces, plus a leather-wrapped steering wheel, gearshift knob and parking brake handle. Available in black, grey or tan on the SC2; in grey or tan on the SL2 and SW2.

Rear seats. All our rear seatbacks split 60/40 and fold down, so you can comfortably accommodate passengers, while still transporting skis, lumber or extra luggage. Beats making two separate trips.

Stereo systems. We give you a range of options, but if you go for all the bells and whistles, you'll have a four-speaker system with CD player, graphic equalizer, AM/FM presets, up-and-down seek feature, balance and fade control, a theft-deterrent feature, and LCD clock. Rock on.

A

Air, oil and transmission filters. We made our filters easy to reach and simple to replace, so doing your own routine maintenance work doesn't become a chore.

Anti-lock brakes. If you've ever slammed on the brakes on a wet or icy road, you can begin to appreciate the value of ABS, which continuously adjusts the brake pressure to help you retain steering control and avoid obstacles safely. Optional on all models.

Anti-submarining rear seat ramps. Saturn's rear seats have been specially designed with ramps that help prevent smaller passengers from "submarining," or sliding beneath the lap belt in the event of a crash.

Automatic transmission, four-speed. If you're going to put your faith in an automatic transmission, it better know how to drive. Ours does, and has more than 30 patents to show for it. By taking road conditions, wear and other factors into account, a Saturn's automatic transmission gives you a smooth ride with minimal up-and-down shifting, even on steep grades. Optional on all models except the SL.

C

Child security and safety. Our simple seat-retention systems help minimize the struggle that goes along with installing child-safety seats. They're standard on all models. In addition, you'll find rear door child-lockout mechanisms on sedans and wagons and retractable rear seat child-comfort guides on coupes and sedans.

Color-coded dipsticks. It's a simple idea that makes quick fluid checks even quicker. The yellow one's for oil, the red for transmission fluid.

Computer diagnostics. If you have to come in for service, your Saturn itself can help tell us what's wrong. By linking our high-tech diagnostics equipment and your car's powertrain control module, we can download the relevant data, pinpoint the problem and get you back on the road.

Cost of ownership. Saturns are built to be a good value for as long as you own them, with low fuel, maintenance and insurance costs.

D

Daytime running lamps. They go on and off automatically, make you more visible to other drivers and increase safety on the road. Standard on all models.

Dent-resistant polymer bodyside panels. They don't rust. Ever. And because they resist dents and dings, they help keep your Saturn looking new, longer.

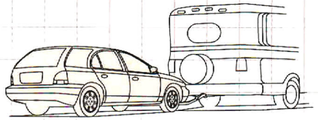
E

Engines. Saturns are powered by torque-heavy engines, which means they've got power when you need it most—off the mark and passing 18-wheelers on the highway.

Exhaust system. Saturns now have larger-volume mufflers, which means our exhaust system is quieter than ever before.

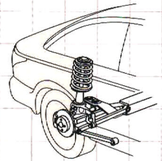
F

Flat-towing. The optional flat-tow hitch (available from your retailer) makes it quick and easy to bring your Saturn along without putting extra miles on the odometer.



Fluid containers. Because we put our fluids in see-through containers, you'll know exactly when it's time for a refill. And, since our windshield-washing-fluid container is gallon-sized, those refills come a bit less frequently.

Four-wheel independent suspension. Driving down a winding road can give you a new respect for a tight suspension system. It not only grants you a great sense of control, it also reduces the car's pitch and roll. You'll find true MacPherson struts in the front; optimized tri-link in the rear.



Fuel-vapor recovery system. While you're filling up the tank, our recovery system captures the fumes and prevents them from wafting up into the atmosphere. When you start the car, vapors are transferred to the engine, ready to be used as fuel.

H

Hybrid III anthropomorphic crash-test devices. Our Hybrid III dummies come in a range of sizes and are each loaded with nearly $100,000 worth of highly sensitive equipment. The data they provide helps us to continually improve passenger protection.

L

Load-limiting retractor. This year, Saturn's front seatbelts use a load-limiting mechanism that's designed to help reduce the amount of force against the chest during a crash.

Lost-foam casting. Molten metal is poured into sand molds containing component-shaped polystyrene foam. The foam evaporates, leaving engine parts in its place. It's a precise, environmentally sound casting method and we're the only car manufacturer to use it on such a large scale.

N

New-owner clinics. Most retailers invite new owners to stop by for a few hours and get to know their Saturn. We'll show you how to change the oil, replace the filters, even take a diagnostic snapshot. It's free, and it almost always comes with refreshments.

P

Paint. Every Saturn is protected by two layers of paint, topped with a tough, flexible clearcoat that resists chipping and corrosion. This three-step paint process is one of the most environmentally friendly in the automotive world.

*Reduced Force Air Bags inflate with reduced deployment force, helping to reduce the risk of deployment injury. Even with Reduced Force Air Bags, however, never place a rear facing infant restraint in the front seat of any vehicle with an active bag. Always use safety belts and proper child restraints, even with Reduced Force Air Bags. See the Owner's Handbook for more safety information.

Power steering. Our variable-effort power steering adjusts to give you more assistance at slower speeds, to help you get out of tight parking spots. Standard on the SC2, SL2 and SW2. Constant-flow power steering is standard on the SC1, SL1 and SW1.

Powertrain control module. Within the circuitry and software of the PCM is the power to keep all of your Saturn's systems (engine, automatic transmission, anti-lock brakes, Traction Control, cruise control) working in sync.

R

Rear spoiler. Aerodynamics is a wonderful thing. Not only does it make a car more efficient, but it offers a scientific reason as to why you really need a spoiler. Optional on the SL2 and SC1; standard on the SC2.

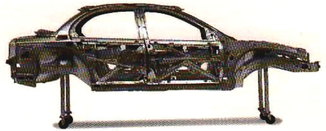
Reduced Force Air Bags.* All '99 Saturns are equipped with our Reduced Force Air Bags for both driver and front passenger. They're designed to work along with our seatbelts, so remember to buckle up.

S

Safety belts. Wearing your seatbelt is the number one line of defense in the event of an accident. Saturns have load-limiting belts in the front and three-point lap-shoulder belts in the rear outboard positions.

Security System. With our optional Security System key fob, you can lock and unlock the doors, turn the alarm on and off, open the trunk, and activate a panic alarm, all from up to 30 feet away. Best of all, it may qualify you for a discount on your insurance rate. Optional on all models except the SL.

Spaceframe. Our reinforced steel spaceframe is the skeleton of every Saturn. If you get into an accident, it's designed to protect the passenger compartment by strategically crumpling in the front and rear.



Steel side-impact beams. In the side doors of every Saturn, you'll find pipe-style reinforced steel beams, which help maintain structural integrity in the event of a side collision.

Steel timing chain. Instead of a rubber timing belt, we use a durable steel timing chain (it operates camshafts and controls valve operation), which requires virtually no maintenance.

T

Traction Control System. If your front tires start to slip on a wet or icy road, Traction Control kicks in to help you make the most of available traction. Optional on all models in combination with ABS.

UAW partnership. Before we made a single car, we built a historic partnership with the UAW. At Saturn, team members are encouraged to think innovatively and work as a team, which we think is a better way to build cars.

Used cars. Buying a used car from Saturn is a lot like buying a new one. The same no-hassle, no-haggle pricing, the same friendly service, and even a 3-day/150-mile moneyback guarantee. Any used car we sell must also first pass our rigorous inspection process.

W

Welcome Center. When we started out, we never would have thought we needed a Welcome Center. But then the visitors came—just a few at first, then by the hundreds. You'll find the Welcome Center in Spring Hill, just off Highway 31. Stop by—the coffee's always hot. To schedule a plant tour, call 1-800-326-3321 or visit our Web site at www.saturn.com.

ENGINE

	SC1/SL/SL1/SW1	SC2/SL2/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
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. (1901.17 cc)	116.03 cu. in. (1901.17 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

BODY/CHASSIS

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 (SC1/SC2/SL/SL1/SL2); sheet molded compound rear liftgate (SW1/SW2); polymer rear spoiler (SC2/optional SC1/SL2)
Coefficient of Drag (Cd)	.330 (SC1); .310 (SC2); .315 (SL/SL1); .318 (SL2); .356 (SW1); .360 (SW2)
Bumpers	5-mph front and rear (All)
Suspension	
Front	Independent MacPherson strut, lateral link and 27.2 mm tension strut/stabilizer bar (SC1/SL/SL1/SW1)
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 (SC2/SL2/SW2)
Steering	
Type: Rack-and-pinion	Manual (SL); constant-flow power (SC1/SL1/SW1); vehicle-speed sensitive, variable-effort power (SC2/SL2/SW2)
Ratio	24.4:1 (SL); 18.3:1 (SC1/SL1/SW1); 16.3:1 (SC2/SL2/SW2)
Wheel Turns, lock-to-lock	4.0 (SL); 3.0 (SC1/SL1/SW1); 2.67 (SC2/SL2/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 disc/rear drum (optional all models)
Wheels	14-inch forged steel with full covers (SC1/SL/SL1/SW1); 15-inch forged steel with full covers (SC2/SL2/SW2)
Tires, Steel-Belted Radial	P175/70R14 84S Firestone 680 all-season (SC1/SL/SL1/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)

TRANSMISSION

	5-Speed Manual		4-Speed Automatic (Optional)	
Gear Ratios: (:1)	SC1/SL/SL1/SW1	SC2/SL2/SW2	SC1/SL/SL1/SW1	SC2/SL2/SW2
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	1.332	0.595	0.700
5th	0.605	0.730	—	—
Final Drive	4.060	4.060	4.060	4.060

CAPACITIES/VOLUMES

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

FUEL ECONOMY

EPA Estimated Mileage. City/Highway**	SC1	SL	SL1	SW1	SC2/SL2/SW2
5-Speed Manual	29/40	29/40	29/40	28/38	27/38
4-Speed Automatic (optional)	27/37	N	27/37	26/35	25/35
Recommended Fuel	87 octane unleaded (minimum on all models)				

BASE CURB WEIGHT

	Manual Transmission with Air Conditioning	Automatic Transmission with Air Conditioning
SC1	2372.6 lbs. (1076.2 kg)	2401.7 lbs. (1089.4 kg)
SC2	2441.8 lbs. (1107.6 kg)	2471.1 lbs. (1120.9 kg)
SL/SL1	2326.5 lbs. (1055.3 kg)	2355.6 lbs. (1068.5 kg) (SL1 only)
SL2	2388.7 lbs. (1083.5 kg)	2418.0 lbs. (1096.8 kg)
SW1	2391.3 lbs. (1084.7 kg)	2420.4 lbs. (1097.9 kg)
SW2	2448.9 lbs. (1110.8 kg)	2478.0 lbs. (1124.0 kg)

INTERIOR DIMENSIONS

Front	SC1/SC2	SL/SL1/SL2	SW1/SW2
Head room	38.5 in. (97.8 cm)	39.3 in. (99.8 cm)	39.3 in. (99.8 cm)
Shoulder room	53.4 in. (135.7 cm)	54.3 in. (137.8 cm)	54.3 in. (137.8 cm)
Hip room	50.0 in. (127.0 cm)	50.7 in. (128.8 cm)	50.7 in. (128.8 cm)
Leg room	42.6 in. (108.1 cm)	42.5 in. (108.0 cm)	42.5 in. (108.0 cm)
Rear			
Head room	35.7 in. (90.6 cm)	38.0 in. (96.5 cm)	38.7 in. (98.3 cm)
Shoulder room	50.0 in. (127.1 cm)	53.5 in. (136.0 cm)	53.5 in. (136.0 cm)
Hip room	48.0 in. (121.2 cm)	51.6 in. (131.0 cm)	51.6 in. (131.0 cm)
Leg room	31.0 in. (78.7 cm)	32.8 in. (83.2 cm)	32.8 in. (83.2 cm)

°Tire chains/cables may not be used.
**Use for comparison only. Your mileage may vary.
^Includes storage pockets.
††SL includes 2 front speakers only.
†Coaxial front/extended-range rear on factory installations.
°SC1 with optional "Multi-Fin" alloy wheels includes 185/65R15 86T touring tires.
‡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.
ΔRequires option package.

EXTERIOR

	COUPES		SEDANS			WAGONS	
	SC1	SC2	SL	SL1	SL2	SW1	SW2
Dent/corrosion-resistant polymer bodyside panels	S	S	S	S	S	S	S
Black bumper fascias	N	N	S	S	N	S	N
Color-keyed bumper fascias	S	S	N	N	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	N	S	S	S	S	S
Passenger-side black mirror (manual)	S	N	O Δ	S	S	S	S
Dual color-keyed mirrors (manual)	N	S	N	N	N	N	N
Full wheel covers	S	S	S	S	S	S	S
Trunklid reflex panel	S	S	N	N	S	N	N
INTERIOR/SEAT TRIM							
Reclining front bucket seats	S	S	S	S	S	S	S
Height-adjustable front headrests	N	S	N	N	S	N	S
Driver seat with adjustable lumbar support and cushion height	N	S	N	N	S	N	S
60/40-split fold-down rear seatbacks	S	S	S	S	S	S	S
Cloth/vinyl seat upholstery	S	S	S	N	N	S	N
Full cloth seat upholstery	N	N	N	S	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	S	A	A	A	A	A
COMFORT AND CONVENIENCE							
Air conditioning with CFC-free refrigerant	O	S	O	O	S	O	S
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	N	N	S	S	S	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	S	S	N	N	N	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	S	N	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 Δ	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	N	N	S	S	S	S	S

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 1999 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 1999 Owner Protection Plan Brochure. The vehicle must be returned in the condition in which it was delivered, without damage or excessive wear and tear. Any vehicle returned will be inspected for damage and excessive wear and tear. If non-warranty repairs equal to or greater than $300 have been performed or are necessary, the vehicle is not eligible to be returned. If less than $300, the damage repair estimate will be deducted from the refund/credit.

"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. Please check with your retailer for complete details.

MOBILITY PROGRAM

Your Saturn Sales Consultant can provide you with full details regarding the Saturn Mobility Program. Please contact your retailer to request a Saturn Mobility Program brochure.

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.

ALL SATURN MODELS:

Wheelbase 102.4 in. (260.1 cm)
Track, front 56.8 in. (144.3 cm)
Track, rear 56.0 in. (142.2 cm)

COUPES:

Height 52.4 in. (133.3 cm)
Length 180.0 in. (457.4 cm)
Width 67.3 in. (170.9 cm)

SAFETY FEATURES

Reduced Force Air Bags—All Saturn models are equipped with driver and front passenger air bags. Starting with vehicles produced for the 1998 model year, Saturn modified its air bag design to reduce the force of deployment, helping reduce the risk of deployment injury.

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.

Occupant Protection—Dual-mode belt retractor (front passenger seat only—wagons; front passenger and rear outboard seats—sedans and coupes) • Three-point active safety belt system with load-limiting retractor for driver and right front passenger • Manual lap-shoulder safety belts on outboard rear seat positions • Manual lap safety belt, center rear seat (sedans and wagons only) • Rear outboard seatbelt cinching latchplate assembly (wagons only) • Instrument panel passenger-side brow to cushion occupant in low-speed, non-deploy impacts and fine-tune in-position performance of passenger air bag • Energy-absorbing steering column • Energy-absorbing steering wheel • Energy-absorbing instrument panel • Energy-absorbing knee bolsters for driver and right front passenger • Dynamic side-impact protection includes: front door, rear door and B-pillar energy-absorbing padding; high-strength steel side-impact door beams; reinforced side pillars and underbody; rear door stabilizer pin; wagon rear seat cross-car beam • 3-ply laminated windshield with urethane bonding • Safety tempered side and rear window glass • Security door locks and door retention components (striker plates and hinges) • Head restraints, driver and front passenger (adjustable on SC2, SL2, SW2) • Breakaway inside rearview mirror • Child-security rear door locks • Child-safety rear seat tether anchor points • Steel spaceframe construction • Front and rear crumple zones • Rear seat anti-submarining ramps • 5-mph front and rear bumpers

Accident Avoidance—Automatic Daytime Running Lamps (DRL) • Inside manual day/night rearview mirror • Dual-action hood latch • Side marker lamps and reflectors • Four-way hazard warning flashers • Back-up lights • Center high-mounted stop lamp • Flash-to-pass headlights • Windshield defroster • Easy-to-read gauges (analog) • Illuminated heater and defroster controls • Tires with built-in tread wear indicators • Uphill/downhill grade logic (automatic transmission only) • Brake/transmission shift interlock (automatic transmission only)

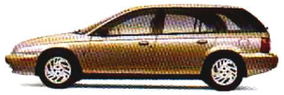
Security—Laser-etched VIN plate • Marked body parts • Theft-deterrent steering-column lock • Theft-deterrent key locking system

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 or the Saturn Web site at www.saturn.com for complete details.

SEDANS:

Height 54.5 in. (138.5 cm)
Length 176.9 in. (449.3 cm)
Width 66.7 in. (169.4 cm)



WAGONS:

Height 54.9 in. (139.6 cm)
Length 176.9 in. (449.3 cm)
Width 66.7 in. (169.4 cm)

INSTRUMENTATION

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

KEY: O — Option (Factory Installed) S — Standard Equipment
I — Included in Factory Option Package
A — Accessory (Retailer Installed) N — Not Available

There's still more to come.

Maybe it's not all that surprising that the people at Saturn have come up with so many smart ideas. After all, Saturn itself was once nothing more than a notion of what a car company could be, if it really tried to be different. And while it's not necessarily the easiest path to follow, we're pretty certain it's the right one.

Naturally, we're proud of the people who work here, and all the ideas they've brought to life over the past 10 years. Because of them, our cars are better than ever before. And, when all is said and done, one of the most courageous statements anyone can make is, "I have an idea."

So, next time you happen to be shopping for a car, take a look past the steel and polymer, to what's really inside: the hearts and minds of the people who built it. Frankly, we think that's what makes the difference.

SATURN.

1999 Suggested Retail Prices*
(effective 11/01/98)

OPTION & TRIM LEVELS
Base MSRP—Manual
Base MSRP—Automatic
Transportation
OPTION PACKAGE 1
Air Conditioning, Cruise Control, Power Door Locks with R
OPTION PACKAGE 2
Cruise Control, Power Door Locks with Remote Keyless Ent
OPTIONAL EQUIPMENT
Power Door Locks with Remote Keyless Entry and Security S
Carpeted Front and Rear Floor Mats
Air Conditioning
Power Sunroof
Right-side Mirror, Manual
Rear Spoiler
ABS and Traction Control
Cruise Control
15" Multi-Fin Alloy Wheels
15" Teardrop IV Alloy Wheels
Cargo Cover
Fog Lamps
AM/FM Cassette with Front and Rear Speakers
AM/FM Cassette with Equalizer and Premium Speaker Upgra
AM/FM/CD with Equalizer and Premium Speaker Upgrade
Leather Appointments (Available Only with Option Package)
California/Northeast Emissions Package***

Key: NA – Not Available Pkg – Package Std – Stanc

*All prices are Manufacturer's Suggested Retail Prices and do not include taxes notice. Coupe pricing applies only to Saturn Coupes with rear access feature.

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

***For vehicles certified for sale in California or other states adopting California en Rhode Island, Virginia and the District of Columbia.

VITAL INFORMATION

1999 SATURN OWNER PROTECTION PLAN

"Bumper to Bumper" New Car Limited Warranty—3 Years/36,000 Miles– Firestone. See your Retailer for terms of this limited warranty.

Moneyback Guarantee—Within the first 30 days or 1,500 miles o original purchaser may return his or her 1999 Saturn vehicle satisfied. In the event that an owner of a new Saturn returns his c one or ask for a full refund of the purchase price. Program prov Protection Plan Brochure. The vehicle must be returned in the without damage or excessive wear and tear. Any vehicle returr excessive wear and tear. If non-warranty repairs equal to or gre or are necessary, the vehicle is not eligible to be returned. If less t will be deducted from the refund/credit.

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

General Information—1-800-522-5000 • Saturn Assistance Center • 1 Spring Hill, TN 37174. • Internet Address • http://www.saturn.co

SATURN RIGHT-HAND-DRIVE POSTAL WAGON

The 1999 Saturn right-hand-drive postal wagon (SWP) has a ba additional standard equipment and transportation. See a sales c

1999 Suggested Retail Prices*
(effective 11/01/98)



OPTION & TRIM LEVELS	FOUR-DOOR SEDANS SL	SL1	SL2**	WAGONS SW1	SW2**	THREE-DOOR COUPES SC1	SC2**
Base MSRP—Manual	$10,595	$11,295	$12,755	$12,295	$14,255	$12,445	$15,005
Base MSRP—Automatic	NA	$12,155	$13,615	$13,155	$15,115	$13,305	$15,865
Transportation	$440	$440	$440	$440	$440	$440	$440
OPTION PACKAGE 1	NA	$2,055	NA	$2,055	$1,095**	$1,930	NA
Air Conditioning, Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror							
OPTION PACKAGE 2	NA	NA	$1,445**	NA	NA	NA	$1,320**
Cruise Control, Power Door Locks with Remote Keyless Entry and Security System, Power Windows, Power Remote-control Right-side Mirror, 15" Alloy Wheels							
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 IV 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 and Premium Speaker Upgrade	$420	$390	$390	$390	$390	$390	$390
AM/FM/CD with Equalizer and Premium Speaker Upgrade	$540	$510	$510	$510	$510	$510	$510
Leather Appointments (Available Only with Option Package)	NA	NA	$700	NA	$700	NA	$700
California/Northeast Emissions Package***	$125	$125	$125	$125	$125	$125	$125

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. Coupe pricing applies only to Saturn Coupes with rear access feature.

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

***For vehicles certified for sale in California or other states adopting California emission and warranty regulations, currently Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Virginia and the District of Columbia.

VITAL INFORMATION

1999 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.

Moneyback Guarantee—Within the first 30 days or 1,500 miles of delivery, whichever comes first, the original purchaser may return his or her 1999 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 1999 Owner Protection Plan Brochure. The vehicle must be returned in the condition in which it was delivered, without damage or excessive wear and tear. Any vehicle returned will be inspected for damage and excessive wear and tear. If non-warranty repairs equal to or greater than $300 have been performed or are necessary, the vehicle is not eligible to be returned. If less than $300, the damage repair estimate will be deducted from the refund/credit.

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.saturn.com

SATURN RIGHT-HAND-DRIVE POSTAL WAGON

The 1999 Saturn right-hand-drive postal wagon (SWP) has a base MSRP of $16,880 which includes additional standard equipment and transportation. See a sales consultant for more information.

SERVICE PLAN* (PRICES EFFECTIVE 10/01/98)

Service Plan	Coverage	$100 Deductible	$50 Deductible	$0 Deductible
Extended Vehicle Coverage	3 Years/50,000 Miles	$420	$460	$495
	4 Years/50,000 Miles	$470	$505	$545
	4 Years/60,000 Miles	$600	$645	$725
	5 Years/60,000 Miles	$695	$780	$860
	5 Years/75,000 Miles	$895	$970	$1,050
	6 Years/75,000 Miles	$995	$1,080	$1,180
	6 Years/100,000 Miles	$1,280	$1,465	$1,680
Extended Powertrain Coverage	4 Years/50,000 Miles	$395	NA	NA
	4 Years/60,000 Miles	$495	NA	NA
	5 Years/60,000 Miles	$555	NA	NA
	5 Years/75,000 Miles	$695	NA	NA
	6 Years/75,000 Miles	$760	NA	NA
	6 Years/100,000 Miles	$995	NA	NA
Saturn Car Care	2 Years/30,000 Miles	NA	NA	$535
	3 Years/36,000 Miles	NA	NA	$595
	3 Years/45,000 Miles	NA	NA	$805
	5 Years/60,000 Miles	NA	NA	$1,695

*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 $110 to MSRP.

MERCH PRICE 99FL

SATURN.

For more information on our 1999 models, visit us at www.saturn.com or call 1-800-522-5000.