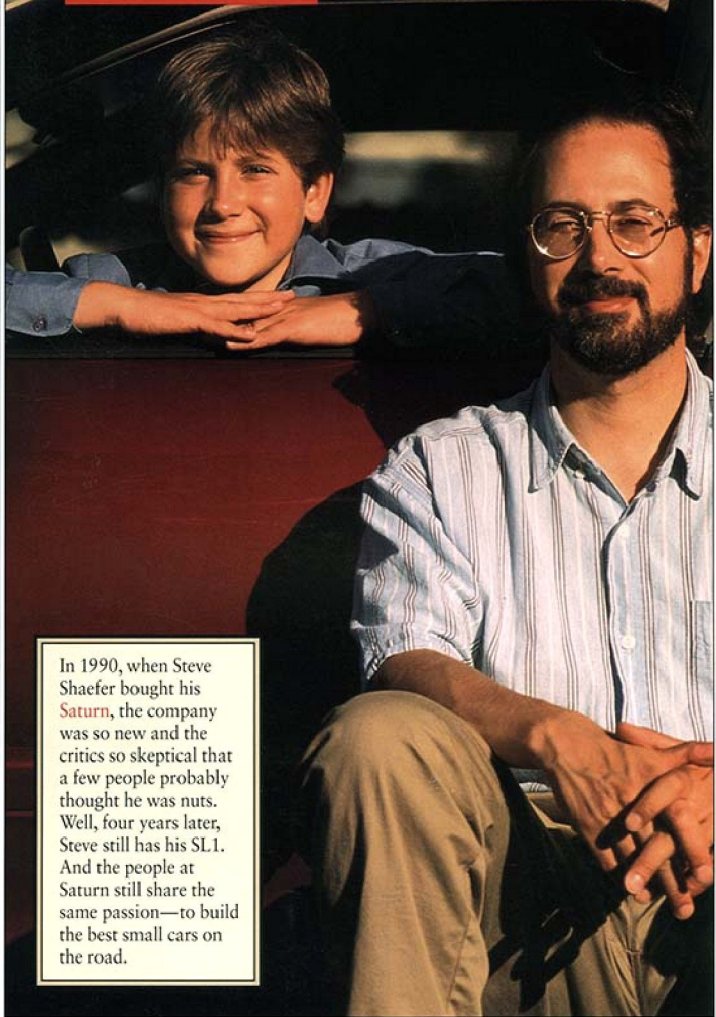


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SATURN



In 1990, when Steve Shaefer bought his **Saturn**, the company was so new and the critics so skeptical that a few people probably thought he was nuts. Well, four years later, Steve still has his SL1. And the people at Saturn still share the same passion—to build the best small cars on the road.

After celebrating a successful launch four years ago, all of us at Saturn knew we had a choice. We could pat ourselves on the back for building a car good enough to compete with the imports. Or we could roll up our sleeves and *really* get to work.

Well, as anyone who knows our history might expect, we opted for the latter—not that there was a lot of work left undone. And not that we're trying to reinvent the wheel, or anything like that.

Instead, it's a matter of constantly looking for ways to make our cars better and better—an effort that goes on every day at Saturn, and involves every person on every single team.

Because as nice as all the kudos have made us feel, we all know that ultimately our success won't be measured by how quickly we can turn the heads of a few skeptics. It'll be measured, instead, over the long haul—by how consistently we can deliver improvements, both large and small, to the way our cars perform and the way we go about building them.

Improvements like redesigning the air conditioning system to not only use a CFC-free refrigerant, but also to take up less

space and require less engine power. Or raising the assembly line a few inches so that the people who make the doors can lift them more easily.

Launching a new car back in 1990 may have seemed like quite a feat to some people. But for us, it was just the beginning. In fact, you might even say it was the easy part.

Because back then, people didn't know what to expect from this rather bold new automaker. And now—well, hopefully they're beginning to.

We've worked hard over these past few years, and set some pretty high standards for ourselves. We're also well aware that we have some very worthy competitors. All of which would make it tough, not to mention foolish, for us to sit back and get complacent.

Suffice it to say that at Saturn, we have a healthy understanding of what we're up against. As long as we keep that in perspective, we'll stand a much greater chance of coming out ahead. And more importantly, so will you.

With that thought in mind, we'd like to introduce you to our 1994 models.





If you've been looking at compact cars lately, you know the story: The ones that perform tend to guzzle gas. And the fuel-efficient ones—well, they kind of putt.

Precisely why the Saturn SL1 was engineered with something different in mind.

It starts with the engine—Saturn's 1.9-liter single-

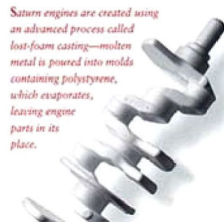


Thanks to the advanced design of the transmission and to a sophisticated component called the powertrain control module, the Saturn four-speed automatic is nearly as fuel-efficient as its five-speed manual counterpart.

overhead-cam fuel-injected version delivering 85 horsepower at 5,000 rpm. It's tuned to be torque-heavy, with gear ratios carefully matched to engine output.

Because the SL1 weighs in at around 2,300 pounds, it also offers impressive gas mileage: an estimated EPA rating of 28 in town and 37 on the highway with a manual transmission.

Nice numbers. Especially for a car with a finish that



Saturn engines are created using an advanced process called lost-foam casting—molten metal is poured into molds containing polystyrene, which evaporates, leaving engine parts in its place.



Our most affordable sedan is the Saturn SL, which comes with a five-speed manual transmission and manual steering. The wheel covers (which you can see above) and upholstery are different from those on the SL1.

open the door and hop in.

Features such as variable-effort power steering,

looks as if it belongs on a car costing twice as much. The paint process used on all Saturns represents the latest technology, for a brilliant and remarkably durable finish.

But the SL1 story isn't just about a pretty exterior. It's also about what you'll find when you

Reclining front bucket seats. A height-adjustable steering column. A full analog instrument panel, including a tachometer, trip odometer, and engine temperature gauge. Fourteen-inch all-season tires, tinted glass, composite halogen headlamps, and a rear window defogger.

All of which goes to show that Saturn's idea of "price/performance" is slightly different from everybody else's. You don't have to settle for one or the other.



The SL1 makes the most of its 85-horsepower engine. With torque-heavy tuning, you get plenty of sport.



Your life may fit better into four doors than two these days, but that doesn't mean you've forgotten how it feels to sit behind a sport-tuned engine and twist your way up a mountain switchback.

Well, with the SL2's 1.9-liter dual-overhead-cam multi-port fuel-injected engine delivering 124 horsepower at 5,600 rpm, you'll have all the power you hoped for—not to mention some pretty impressive gas mileage.



New for this year is our fifteen-inch "sawtooth" alloy wheel design. These snappy new wheels are optional on the SL2, SW2, and SCL.

The SL2 (the manual version) offers an estimated EPA rating of 25 miles per gallon in the city and 34 on the highway. It comes with front-wheel drive, four-wheel independent suspension, and a five-speed, close-ratio transmission.

Or you might opt for Saturn's state-of-the-art automatic—the one that's known

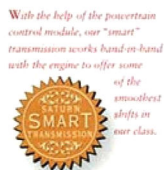


Saturn's dual-overhead-cam engine features a multi-port fuel injection system, which makes sure each cylinder receives just the right amount of fuel in any driving condition.

as a "smart" transmission, meaning it uses computer controls to help make every shift feel as smooth as it can be.

It'll even make every hill feel as gentle as can be, thanks to technologies called "fuzzy logic" and "shift stabilization." Fuzzy logic helps put you

in the right gear for a downhill slope. And shift stabilization helps eliminate any indecisive meandering between



With the help of the powertrain control module, our "smart" transmission works hand-in-hand with the engine to offer some



You hardly have to live in the world's foggiest city to appreciate a good pair of foglamps. They're an option on the SL2 and SW2.

gears on an uphill trek. Since Saturn's automatic is computer controlled, all the engineers had to do to add these advanced features was write some new algorithms.

So all you have to do to experience them is slip into an SL2 and head for your nearest

switchback—or just about any surface with a decent slope to it.



There's hardly anybody anywhere who hasn't yearned to put the pedal to the metal in a sleek, shiny sport coupe.

Then again, there's hardly anybody who hasn't cringed at the thought of forking over the payments for such a set of wheels.

Well, there is a way to fund the wheels and skip some of the

By plugging this hand-held computer into a port beneath your dash, Saturn service technicians can download information from your car's power-train control module for diagnostic analysis.



forking—the Saturn SC1.

A quick look at its sculpted form and you'll see why Saturn engineers enjoy working with flexible polymers. Take a seat inside the cockpit and you'll appreciate their respect for ergonomics. And after a spin around the block, you might want to pop the hood and really get acquainted.



For the entire time of your warranty, your Saturn is automatically enrolled in our around-the-clock roadside assistance program. Help is always a phone call away—just dial our toll-free 800 number.



We do our hot-weather testing in Mesa, Arizona, where the temperature in August is a scorching 102 degrees—in the shade. We figured that anything that can keep its cool there can breeze through sizzling streets anywhere.

The SC1 is powered by Saturn's standard 1.9-liter single-overhead-cam fuel-injected engine—the one that gets the great gas mileage. Remember, this is also the one with the broad, flat torque curve, meaning you'll have plenty of thrust for cruising a freeway or cutting up backcountry roads.

You probably know what else is under the hood of a lot of new cars—a maze of technology so thick



The average driver shifts more than 680,000 times every 100,000 miles. Which is why we put our manual transmission through some heavy testing—to date, more than 22 million shifts.

a mechanic has to be a contortionist just to get at anything.

Well, there won't be much contorting with the SC1 or any other Saturn. From easily traceable hoses to a drip rail beneath the oil filter, what you'll see is a definite exception to the rule.

The same thing you'll see when you read the little sticker on the window. One more exception to the rule.



Say you could create your own sport coupe. What might it be?

Part Ferrari, part Maserati, with a touch of Corvette? Just the thing for tooling around on your private island off the coast of Greece.



Both Saturn engines have broad, flat torque curves with wide power bands. If you're not sure what this means, just press the throttle when the light turns green. That'll tell you all you need to know.

Ahem. Back to reality. Allow us to suggest a reasonable alternative—the Saturn SC2.

It's powered by Saturn's performance engine: the 1.9-liter 16-valve dual-overhead-cam multi-point fuel-injected model that delivers 124 horse-

power at 5,600 rpm, 122 foot-pounds of torque at 4,800 rpm—and 118 foot-pounds of torque at just 2,400 rpm.

With variable-effort power steering, the SC2 is exceptionally nimble. Its long wheelbase and wide track increase

stability. So does its sport-tuned suspension—a true MacPherson strut design with a large stabilizer bar up front and another bar in back.

The new "tri-spoke" wheel covers come standard on the 1994 Saturn SC2.



Hills can mean a jerky ride in an automatic—unless it's a Saturn automatic. With Saturn's shift stabilization and fuzzy logic on your side, you'll enjoy smooth shifting—so you can relax and enjoy the view.

The SC2 comes with a close-ratio, five-speed manual transmission that's a pleasure to shift. Then again, you might opt for Saturn's state-of-the-art automatic and anti-lock brakes. Choose both and you'll also get a feature few other cars in this class can claim: electronic traction control.

This way, when you happen across a slippery patch in the road, traction control will step in to help make the most of whatever traction you've got. And you'll be free to focus on the reason you wanted a sport coupe in the first place—to make your everyday drive seem a little less everyday.

Who needs an island, anyway?



A Saturn grips the road like few other cars in its class, because all Saturns equipped with anti-lock brakes and automatic transmissions also come with electronic traction control.



Look at it this way. You're not saying goodbye to your youth, you're getting more space for your stuff—all of life's accoutrements that just won't fit in the old two-seater.

But amazingly enough, there are a few things Saturn wagons—both the SW1 and the SW2—

Tell the kids they can play in the driveway; Saturn body-side panels are designed to bend and bounce back to help resist dents and dings.



have in common with those beloved two-seaters of your past.

Both wagons are driven by spirited powerplants: the SW1 by the 1.9-liter single-overhead-cam engine, and the SW2 by the dual-overhead-cam version.

And thanks to the Saturn spaceframe, both wagons are about as nimble as any Saturn sedan. The spaceframe design creates a tight and rigid body structure that, combined with the suspension, helps isolate the driver from potholes, dips, bumps, and other annoyances. It also kept us from having



It's always good to see what's ahead of you. But it's also smart to keep your eyes peeled for what's behind you. Both Saturn wagons come with a dependable rear wiper and washer system.

rear seats down. Even with the seats up, either wagon will easily accommodate a 21-inch television set (still in its cumbersome cardboard box).

to weigh the wagons down with extraneous supports—which means the wagons feel and perform a lot like our sedans.

Not bad, considering their carrying capacity—56.3 cubic feet with the

Both wagons come dressed in the same dent-resistant polymer body-side panels that distinguish all Saturns—panels known for their ability to bounce back and shrug off most of the usual dents, dings, and nicks.

And maybe a few not-so-usual. Like the unmanned shopping cart that always seems to go astray in the supermarket parking lot.

Many cars in our class give you a rubber timing belt, which typically needs to be replaced every 60,000 miles or so. Saturn, on the other hand, gives you a far more durable steel timing chain instead.





Let's see. If you commute half an hour each way, five days a week, that adds up to some 260-odd hours a year sitting right in here. Even if you take only the occasional weekend jaunt, that's still probably a good 200 hours a year sitting in this very spot.

None of which went unpounded by Saturn engineers—as you'll see as soon as you get behind the wheel and sit awhile.

Every Saturn features a remarkably open feel to the cabin. A simple, clear instrument panel, with easy-to-read white-on-black analog displays. And a reassuring certainty that every switch is right where you need it.

What's more, Saturn controls can be operated with a single motion instead of a series of steps. And Saturn's power windows have



Here's a driver's eye view of a Saturn cockpit. As you can see, everything is within effortless reach, and vital controls are well within the driver's line of sight.

"logic switches," meaning up will always mean up, and down will mean—well, down. By flipping another switch, parents can even make certain the rear doors can't be opened by the most persistent young passengers.

Not that those passengers will necessarily want to disembark, considering all the places they can stash their stuff. A glovebox large enough to swallow a softball mitt. Roomy map pockets in the doors. And a rear console (in the SC1 and SC2) that can safely hold two open cans of pop.

While all these details may not radically affect a five-minute sprint to the store, they do add up. Who knows? They just might make that 260-hour

commuter trek downright enjoyable.

SPECIFICATIONS

SELECT FEATURES

	SL	SL1	SL2	SW1	SW2	SC1	SC2
Driver-side airbag (supplemental inflatable restraint)	■	■	■	■	■	■	■
Tinted glass	■	■	■	■	■	■	■
Halogen headlamps	■	■	■	■	■	■	■
Driver-side black mirror (manual)	■	■	■	■	■	■	■
Passenger-side black mirror (manual)	▲	▲	▲	■	■	■	■
Dual color-keyed mirrors (manual)	●	●	●	●	●	●	●
Full wheel covers	■	■	■	■	■	■	■
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, fuel-filler door and trunk lid/liftgate door releases	■	■	■	■	■	■	■
Rear window defogger	■	■	■	■	■	■	■
Front intermittent wipers with 3 variable speed settings	■	■	■	■	■	■	■
Rear wiper/washer system	■	■	■	■	■	■	■
Tachometer, trip odometer, fuel gauge and engine coolant temperature gauge	■	■	■	■	■	■	■
AM/FM stereo with digital clock and four speakers	■	■	■	■	■	■	■
Cargo area light	■	■	■	■	■	■	■
3-way dome light (including delayed shut-off feature on SL2, SW2 and SC2)	■	■	■	■	■	■	■
Passenger-side view vanity mirror	■	■	■	■	■	■	■
Full-length front console with storage and ashtrays	■	■	■	■	■	■	■
Front door storage pockets	■	■	■	■	■	■	■

OPTIONAL EQUIPMENT

AM/FM stereo with cassette, digital clock and four speakers	▲	▲	▲	▲	▲	▲	▲
AM/FM stereo with cassette, graphic equalizer, digital clock and coaxial front/extended range rear speakers	▲	▲	▲	▲	▲	▲	▲
AM/FM stereo with compact disc player, graphic equalizer, digital clock and coaxial front/extended range rear speakers	▲	▲	▲	▲	▲	▲	▲
AM/FM stereo with compact disc player, graphic equalizer, digital clock and coaxial front/extended range rear speakers (available with AM/FM stereo with cassette)	▲	▲	▲	▲	▲	▲	▲
Air conditioning with "CFC-free" refrigerant	▲	▲	▲	▲	▲	▲	▲
Cruise control (SL requires ABS or air conditioning prep kit)	▲	▲	▲	▲	▲	▲	▲
Foglamp	▲	▲	▲	▲	▲	▲	▲
Leather Appointments—include leather seating areas, leather-wrapped parking brake grip, gearshift knob and steering wheel. (Requires SL2, SW2 or SC2 Option Package)	▲	▲	▲	▲	▲	▲	▲
Power sunroof	▲	▲	▲	▲	▲	▲	▲
Rear spoiler	▲	▲	▲	▲	▲	▲	▲
15-inch alloy wheels (sawtooth)	▲	▲	▲	▲	▲	▲	▲
15-inch alloy wheels (teardrop)	▲	▲	▲	▲	▲	▲	▲
Anti-lock Braking System (ABS) with 4-wheel disc brakes	▲	▲	▲	▲	▲	▲	▲
Traction Control (requires ABS and automatic transmission only)	▲	▲	▲	▲	▲	▲	▲
Two-point power door locks	▲	▲	▲	▲	▲	▲	▲

PACKAGES

SL1SW1/SW2/SC1 Option Package—includes air conditioning, cruise control, power door locks, power windows and power passenger-side mirror.
 SL2 Option Package—includes air conditioning, cruise control, power door locks, power windows, power passenger-side mirror and alloy wheels (sawtooth).
 SC2 Option Package—includes air conditioning, cruise control, power door locks, power windows, power passenger-side mirror and alloy wheels (teardrop).

KEY

■ Standard Equipment ▲ Factory Installed Option ● Not Available
 ▲ Retailer Installed Accessory * Included in Factory Option Package

ENGINE/TRANSMISSION

	SL/SL1/SW1/SC1	SL2/SW2/SC2
Availability	SL/SL1/SW1/SC1	SL2/SW2/SC2
Engine Type	1.9-liter, SOHC, 8-valve inline 4-cylinder	1.9-liter, DOHC, 16-valve inline 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
Redline	5600 rpm	6500 rpm
Bore & Stroke	3.23 in. x 3.34 in. (82 mm x 80 mm)	3.23 in. x 3.54 in. (82 mm x 90 mm)
Compression Ratio	9.3:1	9.5:1
Fuel System	Fuel injection	Multi-port fuel injection
Valve Train	2 valves per cylinder, chain-driven	4 valves per cylinder, chain-driven
Engine Block	Aluminum alloy with cast-iron cylinder liners	Aluminum alloy with cast-iron cylinder liners
Cylinder Head	Aluminum alloy	Aluminum alloy
Fuel System	Fuel injection	Multi-port fuel injection
Emission System	3-way catalytic	3-way catalytic
Transmission Type	5-speed manual	5-speed manual
	Optional (except SL)—electronically controlled 4-speed automatic	Optional—electronically controlled 4-speed automatic

BODY/SUSPENSION/CHASSIS

Body Type	Steel spaceframe
Exterior Panels	Polymer vertical body-side panels and bumper fascias; galvanized steel hood, fenders, roof and trunklid. (Sedans/Coupe); polymer roof and rear liftgate. (Wagons)
Bumpers	5-mpb front and rear
Rear Suspension	Independent MacPherson strut-lateral link and tension strut/stabilizer bar
Steering Type, Rack-and-Pinion	Independent-trs-link, with strut/sprung module
Steering Wheel	Manual (SL); variable-effort power steering (vehicle speed sensitive) (SL1/SL2/SW1/SC1/SC2)
Steering Ratio	24:4:1 (SL); 18:3:1 (SL1/SW1); 16:3:1 (SL2/SW2/SC1/SC2)
Turns, lock-to-lock	4.0 (SL); 3.0 (SL1/SW1); 2.67 (SL2/SW2/SC1/SC2)
Turning Circles, curb-to-curb	37.1 ft. (SL/SL1/SL2/SW1/SW2); 36.1 ft. (SC1/SC2)
Braking System	Dual-diagonal, power-assisted front disc/rear drum Optional—Power-assisted 4-wheel anti-lock disc brakes
Wheels	15" forged steel with full covers (SL/SL1/SW1/SC1) 14" forged steel with full covers (SL2/SW2/SC2)
Tires, Steel Beltd	P175/70R14 84S Firestone all-season (SL/SL1/SW1/SC1); P195/60R15 87T Firestone Firehawk FTX02 touring (SL2/SW2); P195/60R15 87H Firestone Firehawk G1A performance (SC1); T115/70R14 88K compact spare
Radial	*Tire chains may not be used with P195/60R15 tires.
Exhaust System	Full stainless steel
Fuel tank	12.8 gallons (48.5 liters)

DIMENSIONS/VOLUMES

	SL/SL1/SL2	SW1/SW2	SC1/SC2
Wheelbase	102.4 in. (2601.1 cm)	102.4 in. (2601.1 cm)	99.2 in. (2520.0 cm)
Overall Length	176.3 in. (4478.8 cm)	176.3 in. (4478.8 cm)	173.2 in. (4400.0 cm) —SC1 175.8 in. (4465.6 cm) —SC2
Overall Width	67.6 in. (1718.8 cm)	67.6 in. (1718.8 cm)	67.5 in. (1716.6 cm)
Overall Height	52.5 in. (1334.4 cm)	53.7 in. (1364.4 cm)	50.6 in. (1283.6 cm)
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)	10.9 cu. ft. (rear seats down)

EPA ESTIMATED MILEAGE (CITY/HIGHWAY)

	SL/SL1/SC1	SW1	SL2/SW2/SC2
Estimated MPG	28/37	28/37	25/34
Manual Transmission	26/35	26/35	23/32
Automatic Transmission	26/35	26/35	23/32

BASE CURB WEIGHT WITH OPTIONAL AIR CONDITIONING

	Manual Transmission	Optional Automatic Transmission
SL/SL1	2314.2 lbs. (1049.7 kg)	2349.0 lbs. (1065.5 kg)
SL2	2405.4 lbs. (1091.1 kg)	2334.1 lbs. (1059.4 kg)
SW1	2362.2 lbs. (1071.5 kg)	2397.3 lbs. (1087.4 kg)
SW2	2447.5 lbs. (1110.2 kg)	2476.2 lbs. (1123.2 kg)
SC1	2279.8 lbs. (1034.1 kg)	2314.6 lbs. (1049.9 kg)
SC2	2375.7 lbs. (1077.6 kg)	2404.3 lbs. (1090.6 kg)

COLOR COMBINATIONS

Exterior	Interior								
	SL	Sedans SL1	SL2	SW1	Wagons SW2	SC1	Coupes SC2	SC2 Stripe	
Aquamarine	—	—	—	—	—	Grey	Black*	Silver	
Blue	Grey	Blue	Blue	Blue	Blue	—	—	—	
Blue Black	—	—	Blue, Grey, or Tan*	—	Blue, Grey, or Tan*	Grey	Black* or Tan*	Gold	
Blue Green	—	Grey or Tan	Grey or Tan*	Grey or Tan	Grey or Tan*	Tan	Black* or Tan*	Gold	
Gold	Tan	Tan	Tan*	Tan	Tan*	Tan	Tan*	Black	
Grey	Grey	Grey	—	—	—	—	—	—	
Medium Red	Grey or Tan	Grey or Tan	Grey or Tan*	Grey or Tan	Grey or Tan*	Grey or Tan	—	—	
Red	—	—	—	—	—	—	Black* or Tan*	Gold	
Plum	—	Grey or Tan	Grey or Tan*	Grey or Tan	Grey or Tan*	Grey or Tan	Black* or Tan*	Gold	
White	Grey	Blue or Grey	Grey or Tan*	Blue or Grey	Grey or Tan*	Grey or Tan	Tan*	Gold	

*Color available in standard cloth or optional leather upholstery.

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 1994 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 1994 Owner Protection Plan Brochure.

"Bumper to Bumper" Warranty: Our "Bumper to Bumper" New Car Limited Warranty does precisely what the name implies—covers virtually everything on the vehicle from the front bumper to the rear for the first 3 years or 36,000 miles, whichever comes first. (Except for the tires, which are covered separately by Firestone.) There 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. If you want to know more about the Saturn "Bumper to Bumper" Warranty, please refer to the warranty and owner assistance booklet inside the Owner's Handbook.

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. Coverage available up to 6 years or 100,000 miles, whichever comes first.

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 daytime rearview mirror • Outside left rearview mirror (right mirror where applicable) • Brake system with dual master cylinder and warning light • Starter safety switch • Dual action hood latch • Low glare finish on inside windshield moldings, wiper arms and blades • Illuminated heater and defroster controls • Tires with built-in tread wear indicators • Audible brake lining wear indicators, disc brakes

A WORD ABOUT 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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