

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

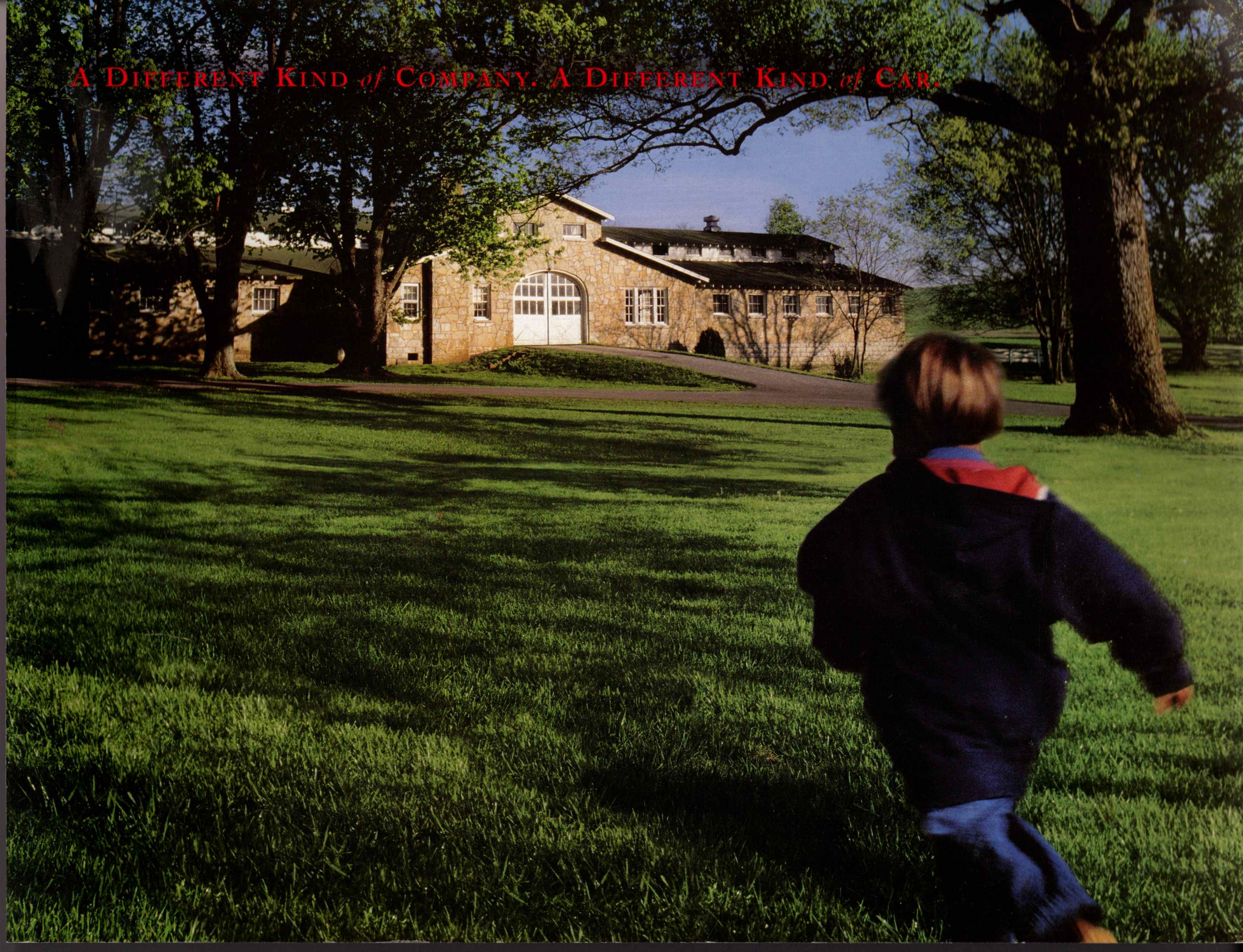


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The question is,

Why would you ever buy a car from a ten-year-old company that started in a barn?

You wouldn't, if it was just any old barn. But this is a very special barn. Some sixty-odd years ago, it was the home of Handshake, Greater Glory, and a few other champions — Tennessee Trotters, as they're known to equestrians. Of course, by the time Saturn arrived on the scene, the horses had trotted their way into history, leaving us free to make their stomping ground our own — first during factory construction, and more recently as the new site of our Welcome Center. The point of all this is that both the old barn and the town of Spring Hill have always been the perfect places for us. Heck, even the name meant something — that it was possible to start fresh, and more important, possible to reach higher ground. After six years on the road, most everybody would agree we've climbed a few hills. (Maybe more than a few.) All of which makes this as good a time as any to make a new commitment. Sometimes when companies grow really fast, the way we have, they forget their roots. They forget the customers who bought their products the first year out. They forget the people who came to build a company that many said would fail. Well, we won't forget. We'll always remember starting out in the barn. We'll always remember why we came to this tiny Tennessee town in the first place. If you're new to us and don't know how big a difference that makes to you and your car, we hope you'll read on. If you're already in the Saturn family, then a very warm welcome to our 1997 model year.



We don't have the precise date yet, but Saturn's new Welcome Center opens its big, white double doors in 1997. For more information, just give our Customer Assistance Center a ring. The number's 1-888-4SATURN.

Looks can be deceiving. For instance, most people think the SL1 costs a bundle. (Must be those his-and-her cupholders.)

Okay, lean down and look close. There you go—really close. Yep, the SL1 still looks like it should cost more. How'd that happen? Well, it's our value model. And while engineering a value isn't quite like fine-tuning an Italian sports car, it does spark competition within the home team. The rules of the game: Keep the sticker down and the features in. (Now, you're just itching to know what features, if any, got sacrificed, aren't you? All right, we'll tell you what's in and you tell us what's not. Deal?) Here goes. A 1.9-liter single-overhead-cam

sequential-port fuel-injected engine delivering 100 horsepower (74.5 Kw)

at 5,000 rpm and tuned for lots of power early in the torque curve. A five-speed, wide-ratio manual transmission known for its light clutch feel and easy-to-move shifter. A steel spaceframe design with crumple zones, side-impact protection, dual airbags,* and height-adjustable seatbelts. Advanced diagnostics measuring everything from torque to spark timing to throttle position. Front-wheel drive. Low-effort power steering.

Dent-resistant polymer panels. Halogen headlights. Daytime running lights. Reclining front bucket seats. Tachometer. Trip odometer.

Height-adjustable steering column. Rear-window defogger.

Figured out what's missing yet? We fess up. Can you get where you're going without map pockets?

SATURN SL1

For all those people who'd rather focus on the road than on their little gauges, we proudly present a low-fuel indicator light. It'll illuminate when you've still got about 50 Kms worth of gas left.



Dent-resistant polymer body-side panels are among the design team's more intriguing innovations. The panels are painted with a primer coat that flexes on impact, a waterborne acrylic color basecoat that looks wet and lustrous, and a clearcoat tough enough to fend off tree sap, ultraviolet light, and even the most wayward pigeon. Recyclable and resilient, they won't rust, oxidize, or fall prey to the usual nicks, dents, or dings inflicted by such everyday bazarads as shopping carts, car doors, or even young Monica, the budding neighborhood T-ball champion.

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



All Saturn rear seats split 60/40 to more easily stow whatever odd blend of people, pets, and packages you're hauling.

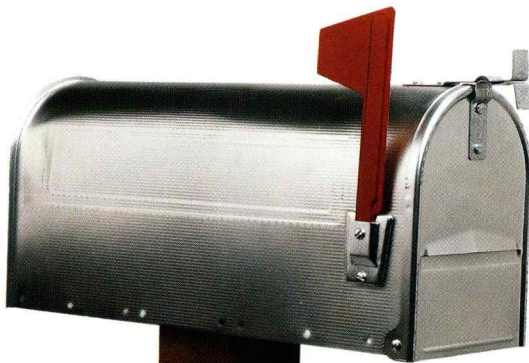




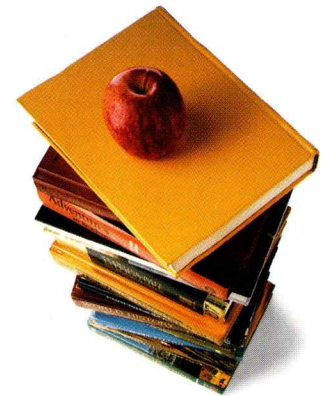
So what's the secret? How do those retailers keep their batting averages so high?

It's always been a real kick for those of us at Saturn to look back on our own short history. Truth is, a lot of smart people didn't think we stood a chance in the world of making it. Let's see, what were some of those predictions again? "Saturn is already doomed." "The excitement over Saturn proved to be short-lived." And, of course, this one: "The faster they admit it's a mistake, the better." (All this from some none-too-shabby publications, too.) There are lots of reasons why Saturn survived—the car itself being a good one. Another being the remarkable dedication of the people on the line who build it. And of course, there are the Saturn retailers—the people who decided their role in the buying and owning experience should extend beyond selling and servicing the car. It was always a given that there would be no more haggling over price, and no resorting to pressure tactics to sell a car. But it was not a given that there would be urban playgrounds, school

scholarship funds, Safety Days, Children's Days, or fresh, new baseball fields for eager inner-city athletes, like the ones you see to your left.



On more than one occasion, retailers have been known to go the extra mile. For example, if potential customers live in rural areas too far away from a retail facility, or if they're getting up in years and don't feel comfortable driving in the city, a sales consultant simply drives the Saturn to them.



In New Hampshire, David Cadorette and his team at Saturn of Nashua certainly do their part for kids at a local elementary school. In fact, among other things, the team members go back to class themselves to help the young ones learn to care for the planet they live on. This includes curious things like how much energy it takes to recycle something versus making it brand-new. Or how many litres of water they use with a simple task like brushing their teeth.

Every once in a while you'll have to look in your rear-view mirror just to remind yourself you're driving a four-door.



Want to strap the little tykes in? You can, with our child safety retention feature. This ingenious and almost infinitely adjustable mechanism makes it easy to install child seats and snugly cinch the belts. It's standard on all outboard passenger seats in our coupes and sedans.

SATURN SL2

Adulthood's funny, isn't it? You grow up, get a job, get a credit card, get a house, get married, have babies (or not), and then, out of the blue, everybody wants to ride with you—clients, kids, groceries, parents, Smiths, Joneses. And you're thinking, "I don't want to share. I want to zip and zoom, whiz and cruise." Yeah, well, we knew that. Which is why we designed the SL2 to be every bit as sporty as it is roomy. The 1.9-liter 16-valve dual-overhead-cam sequential-port fuel-injected engine delivers 124 horsepower (93.0 Kw) at 5,600 rpm and 114 pounds of torque (155Nm) at a low 2,400 rpm. The four-wheel independent

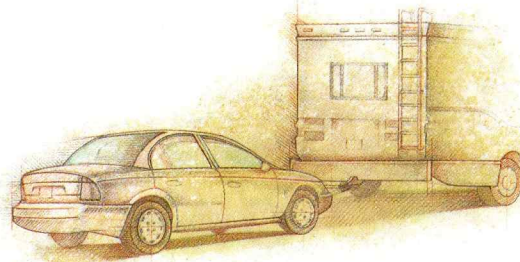
suspension system gives you both touring tires and sport-tuned strut valving—meaning a very smooth ride. With optional anti-lock brakes, you get traction control, integrated wheel-speed circuitry, and enough brain power to distinguish road surfaces and provide excellent steering control when you're in a big hurry to stop. And if

you choose Saturn's optional automatic—with its electronic controls, 30 patents, and almost imperceptible shifts—you'll have a transmission that can actually adapt itself to wear, tear, and different driving styles or road conditions. That'll come in handy—given all that zipping and zooming you're gonna be doing.

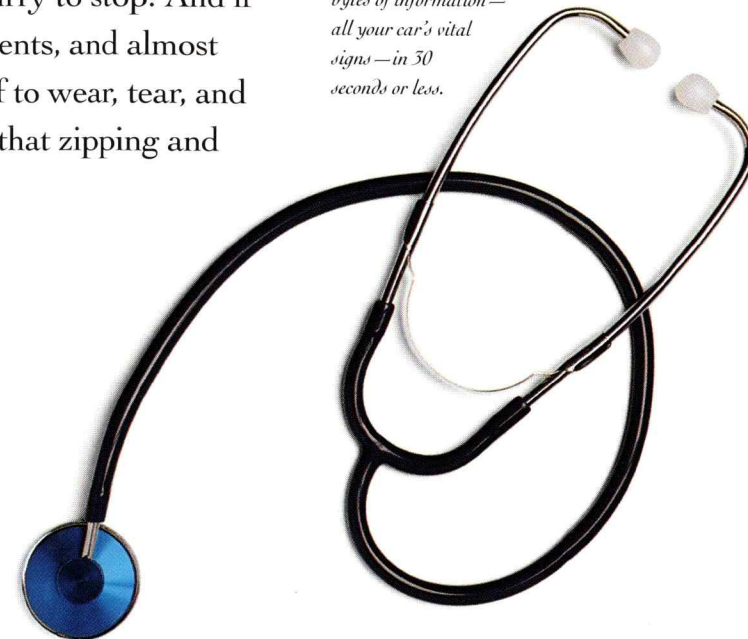
If you could peel back the glossy skin of your Saturn, you'd see this reinforced steel passenger cage—the formidable Saturn spaceframe. With crumple zones fore and aft to help absorb front and rear impacts, it also houses energy-absorbing bolsters in the dash to cushion knees; ramps in the rear seats to help keep small people from sliding forward and under their belts; and dual airbags.



Thanks to a second generation of sophisticated on-board computer diagnostics, neither you nor your service technician will ever miss a beat. We'll merely plug a handheld computer into the port below your dash and download thousands of bytes of information—all your car's vital signs—in 50 seconds or less.



Like to flat tow? Just book up this nifty bitch to your Saturn and don't worry about putting any extra kilometres on your odometer. Then, when you get where you're going, unbook it and make yourself at home.







So the dummy family is out for a Sunday drive when SMASH! —they find out how smart they were to take that job at Saturn.

Every Saturn has strategically placed "crumple" zones — areas designed to help absorb and dissipate the energy of a crash before it reaches the passenger compartment.



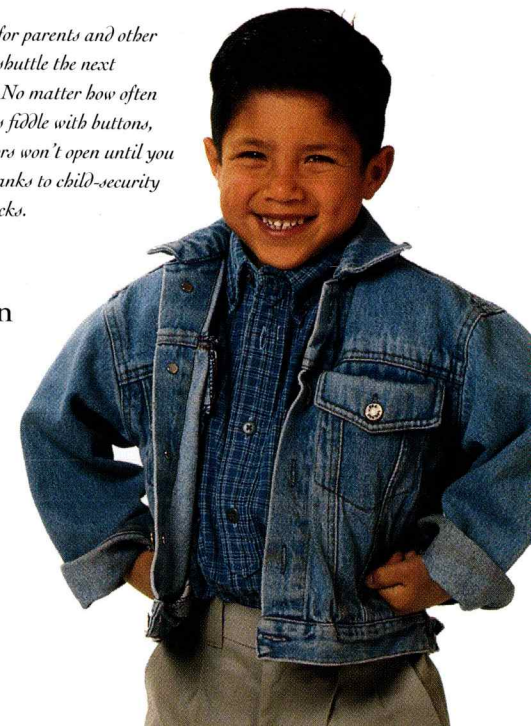
Smart? They're pushing anthropomorphic brilliance. First off, the steel cage you see them driving is distinctively Saturn. It's called a "spaceframe construction," and it's so stiff and strong it eliminates the need for steel bodyside panels. In many ways, this reinforced steel cage *is* the car — and

with over 3,500 strategic welds, it's one formidable opponent. (Especially when the doors are on and the side-impact beams are in place.) The truth is, our engineers go out of their way to measure the fortitude of a Saturn facing a collision. Naturally, they test to make sure our cars meet government standards. But they also test a bit more — to satisfy their own curiosity and personal peace of mind. You might notice that we don't usually play back to you the nitty-gritty details of all this testing — for example, the results of a 50 Km/h pole impact test or a 55 Km/h rear moving barrier test. We figured that as enlightening as these specifics may be, there's one generality you might appreciate even more: Our retailers tell us that many people who total their Saturns buy new ones a few days later. We find this particularly interesting, given that the one small consolation of totaling a car is that you get the rare chance to pick a car all over again. And while safety ranks high on everybody's list, most people don't sign on the dotted line just because they're envisioning how nicely their new front end will crumple on impact, or how their airbags will inflate at just the right time, or how the padding in the dash will help make sure they'll be playing racquetball for years to come. But our retailers tell us that's exactly why owners come back after an accident. They liked what they saw, and they came to view that cage over there in the same bright light as all those smart dummies.



All Saturns come standard with dual airbags, and with manual three-point seatbelts — height-adjustable in front to accommodate sizes small to extra tall (Sedans and Wagons only).

Good news for parents and other people who shuttle the next generation: No matter how often little fingers fiddle with buttons, the rear doors won't open until you say so — thanks to child-security rear door locks.



With intelligent wheel-speed circuitry and sophisticated software, Saturn's anti-lock braking system can tell one type of road surface from another, and help you steer and stop accordingly.

Yeah, you could buy one of those fancy foreign cars. But wouldn't you get tired of eating macaroni and cheese every night?

Think of yourself slouched there, alone every night, little saucepan in hand, sitcoms blaring, while you search your savings account for that one last penny of disposable income—and all for a car. Fortunately, you can put the pan down, because Saturn's newly designed sport coupe, the SC1, might just give you the better part of your life back—or at least a more upscale noodle. Saturn's most affordable coupe is propelled by the spirited but efficient 1.9-liter single-overhead-cam sequential-port fuel-injected engine—the one with a wide stroke and bore, for more power early in the torque curve. The estimated fuel economy is a sweet 8.4 L/100 Km/city and 5.4 L/100 Km/highway with



They're just one more commonsense feature to make sure we can all see each other coming—even in the thickest environmental haze. Saturn's daytime running lights go on and off automatically with the key, and consume 55 percent less energy than regular headlights do.

a manual; 8.7 and 5.7 with an automatic. The gist of it: The SC1 does what it's supposed to do—zip through traffic, sprint up hills, and charge down highways—without making a pig of itself at the pump. The pristine, performance-inspired instrumentation puts all the gauges perfectly in sight-line, and the switches close enough to flick with a finger. And as always, the dent-resistant polymer panels are dressed to defy the most aimless shopping carts and feathered fowl, with a finish that's lustrous, wet-looking, and applied with the good earth's future in mind. As for the safety features, check out page 27. And then maybe your nearest Saturn retailer. (They may even have directions to a good Italian restaurant.)

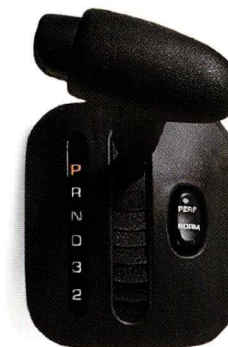


Curious about how good Saturn's traction control system really is? Just start up on a patch of ice or round a curve in the rain, and our system will kick in to help your tires grip the road. (Available on every Saturn with anti-lock brakes.)

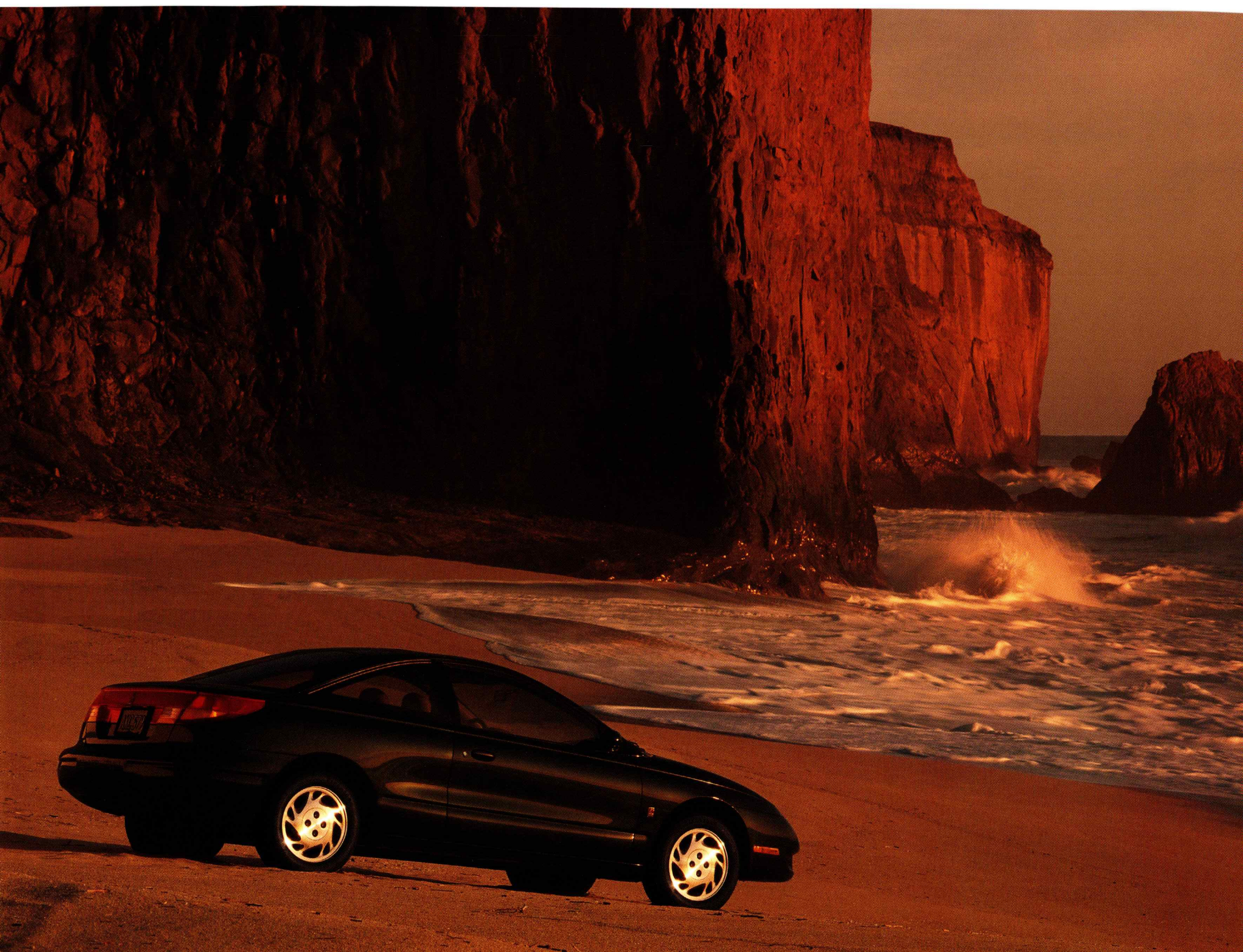
SATURN SC1



As you've probably heard, this year all cars sold in North America must meet the last phase of the new safety standard known as Dynamic Side Impact—that is, they've got to prove that they have what it takes to fend off a broadside hit. The good news is, Saturn sedans and wagons already did their proving a year early, in 1996, and now the new coupes are simply following suit. For you and yours, that means reinforced steel side pillars, added bracing in the car's hard underbody, specially designed door padding and interior trim panels, and one of the following: in the sedans and wagons you get strengthened rear doors, and in the coupes you get an extra crossbeam in the rear quarter panels.



With some 50 patents to its credit, our smart, electronically controlled, dual-mode, four-speed, automatic transmission executes shifts that are, arguably, as smooth as butter, regardless of road or weather conditions.





We don't normally put our cars on a pedestal. But it does make them easier for our owners to see.

To serve their community, the team at Saturn of Doylestown came up with Safety Day. The event included a fire engine, an ambulance, a local drug prevention association, MADD, crash-test dummies, safety seminars, and the police department—who did their part by fingerprinting and photographing kids free of charge.



What they're seeing isn't merely how the powertrain cradle mounts to the spaceframe, or how the stainless steel exhaust makes its way out of the catalytic convertor—though these revelations are certainly riveting. What they're really seeing is how broadly Saturn interprets the word service. It all started innocently enough. One service consultant stayed late to fix an ornery wiper blade, one got a hankering to deliver a car himself, and one got worried and raced to the owner's rescue ahead of the tow truck until, all at once, that's just how things were done. One after another, the thoughtful gestures mushroomed, much like the new-owner workshop

you see going on to your left in Doylestown, Pennsylvania. We're not quite sure which one of our stores held the first such gathering. In Doylestown, Beth Beans-Gilbert tells us that her crew holds two workshops a month, each with about 80 people. Aside from making it a real learning experience, the service team also makes it fun—with balloons, pizza, and other festivities. Due west in Missouri, Bill Russell hosts about a hundred people each month. A fellow sales consultant is also an opera singer and yep, here it comes folks, she wrote an operetta about Saturn and performed it, along with a few



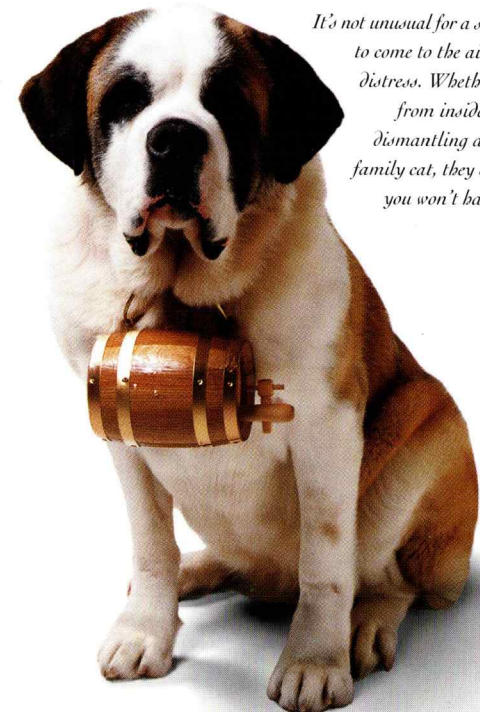
One big part of service is making sure that our customers are mobile—even people with disabilities. Through our mobility program, we reimburse up to \$1,000 and help find the right people to take tools in hand and outfit the Saturns appropriately.

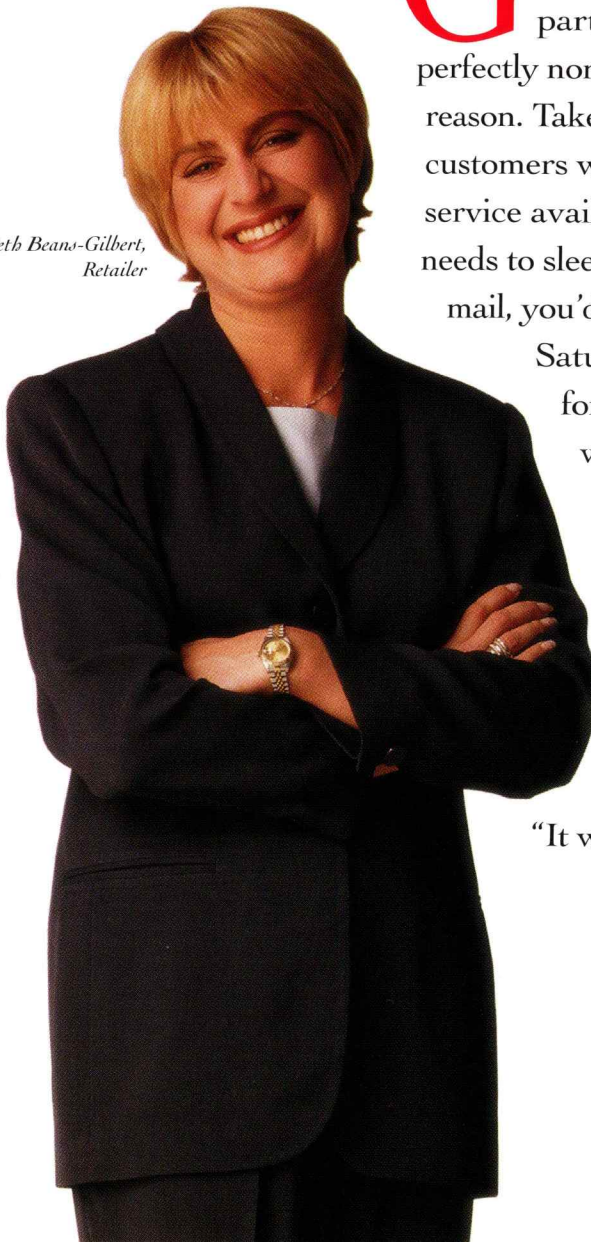
other good-humored—if slightly off-key—consultants. According to Bill, it was an instant hit. Yeah, we know. You think we're a little kooky, don't you? There is a method to such madness. Please read on.

It's not unusual for a Saturn store to see 80 people attend a new-owner workshop. What's impressive is to see them do it in frigid 15-degree weather. Believe it or not, they go home after a long day, eat dinner, and then brave the cold to come on in to the workshop.



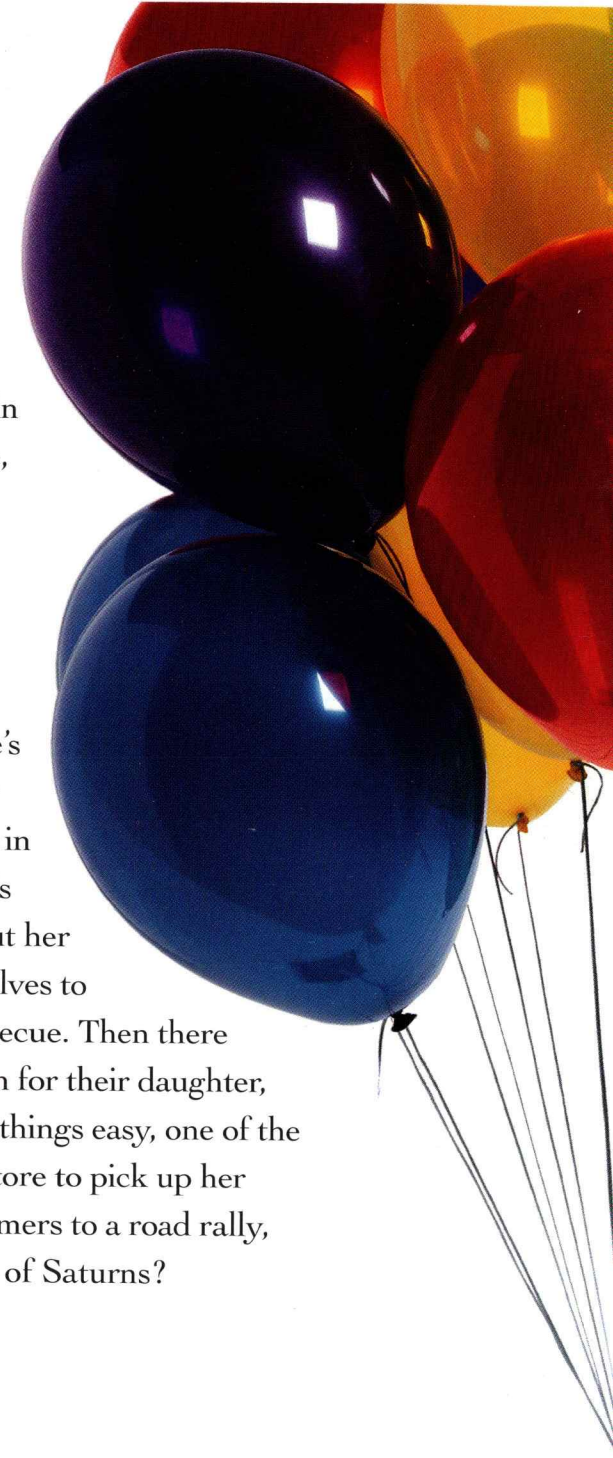
It's not unusual for a service consultant to come to the aid of an owner in distress. Whether rescuing keys from inside a locked car, or dismantling a dash to free the family cat, they come running so you won't have to go it alone.



A photograph of Beth Beans-Gilbert, a woman with short blonde hair, smiling and standing with her arms crossed. She is wearing a dark blazer over a light-colored top. A gold watch is visible on her left wrist.

*Beth Beans-Gilbert,
Retailer*

Granted, for people who have never owned a Saturn, some of the things we do in the name of service may seem—well, how can we put it—a little over the edge, particularly for a car in Saturn's price range. But bear with us. These are perfectly normal, everyday, smart people doing things for one another—and for good reason. Take Wes Rydell and George Honiotes's three retail stores in St. Paul. For customers who need an oil change—quickly and without an appointment—there's a service available from Monday through Saturday. And if somebody's Saturn ever needs to sleep over, their team tries to locate a loaner car. Plus, if you ever read George's mail, you'd find all kinds of letters from customers saying how much they love their Saturns—not just after the initial purchase, mind you, but after they've come in for service. As George puts it: "People never used to talk about their cars this way." Funny. Can't imagine why. Down south a bit, Jackie Butler helps out her father, Jim, at his store. The service consultants there took it upon themselves to write their own mission statement, sign it, and then celebrate with a barbecue. Then there was the day Jackie got a call from a couple who wanted to buy a Saturn for their daughter, who was about to start college hundreds of kilometres away. To make things easy, one of the consultants greeted her at the airport and then drove her back to the store to pick up her shiny new Saturn. Is it any wonder that when Jackie invited her customers to a road rally, complete with a scavenger hunt and cookout, the park was chock-full of Saturns? "It was cool to see," says Jackie.



For all those who love the rush of a good hairpin curve, but want to bring the kids, groceries, Fido, and the weed whacker along.



At Saturn, instead of struggling to attach parts to a car that's passing by on a conveyor belt, our factory technicians can move with the car, by riding on "skillets"—comfortable wooden platforms like the orange ones you see in the photo above. What's more, these skillets come with pneumatic lifts, which means the technicians can raise and lower the entire car to the height most ergonomically comfortable for them. The way we see it, the happier our team members are, the happier you'll be in the end.

The big challenge here? Design a wagon that packs like a minivan but sprints like a roadster. (That's stretching it a bit, but you get our drift.) To accommodate lifestyles, our engineers actually designed two wagons: the SW1, outfitted with the peppy and efficient single-overhead-cam engine; and the SW2, driven by our powerful **SATURN SW1 & SW2** dual-overhead-cam powerplant. Either way, if you walk around to the rear bumper, pop open the liftgate, and fold down the rear seats, you'll be looking at a bounteous 1648.3 litres of space—room for a 20-inch TV (still in its cumbersome cardboard box) or Fido in full canine sprawl. Walk back around to the front, slide behind the wheel, and get ready for a little surprise. Merely weighing in around 30 Kg more than a Saturn sedan, the wagon delivers an admirably taut and nimble ride, with a suspension that's well tuned to manage such unpleasant interruptions as potholes, dips, bumps, or whatever else. And if you prefer driving an automatic, you're in for a bonus: adaptive gear modes (fuzzy logic and shift stabilization) that produce beautifully timed shifts on inclines, plus the sensitivity to compensate for wear and adjust to different driving styles. Who knows? With all this technology spiriting you to and fro, you may come to enjoy toting kids, dogs, and whackers. Just as long as there are a few good hairpins in it for you.



Saturn's Security System lets you unlock your door—driver's side alone, all doors at once, or the trunk—from as far as 10 metres away. If you see something suspicious, just punch this red panic button to make your horn honk and your dome light flash. And if anyone tries to start your car while the system is armed, the engine will be immobilized—for a good 30 minutes. (Or until you disarm it.)

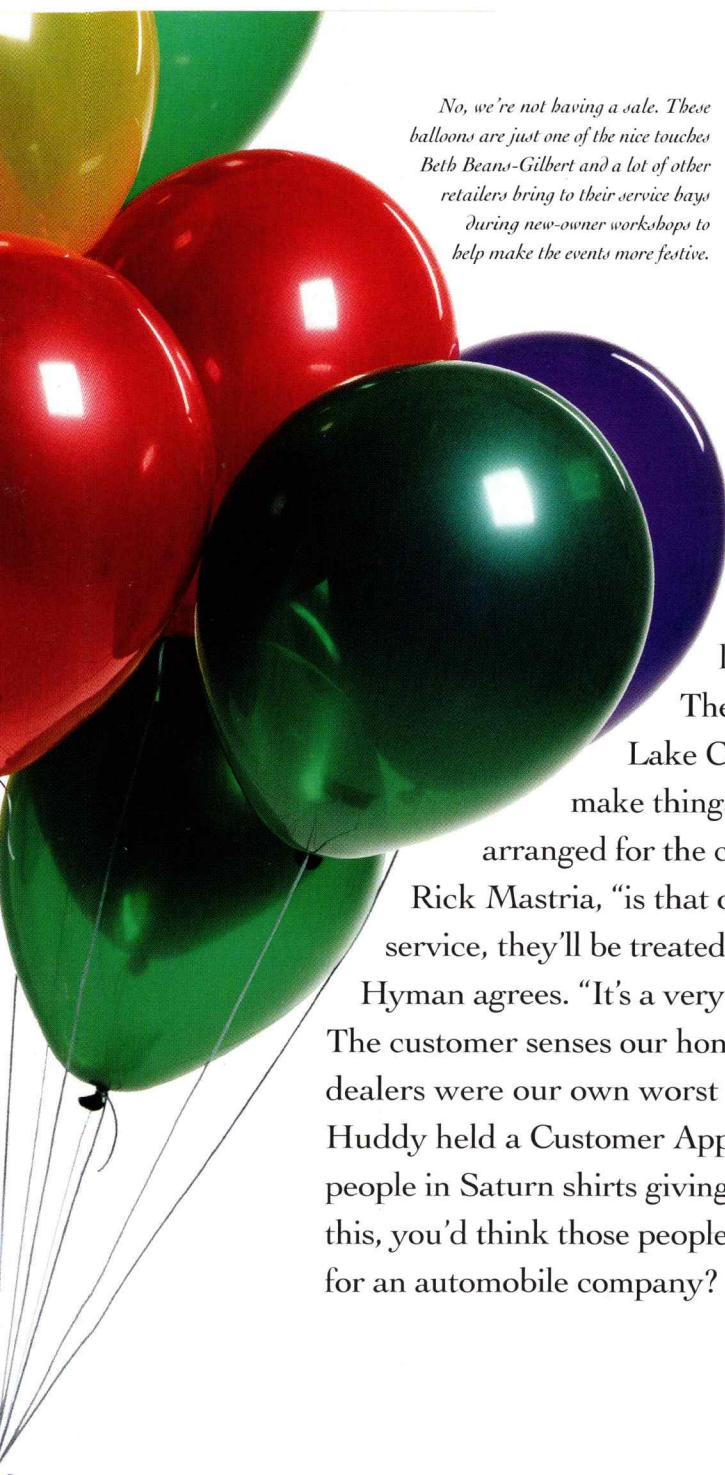


The SW1 comes with our spirited 1.9-liter single-overhead-cam engine, a slightly different interior, one less map pocket on the seatbacks, and oh yes, the cargo cover will cost extra.



Every car company has its family of dummies—from the big Papa ones to the wee baby ones. At Saturn, we use Hybrid III models, probably the most biofidelic (that means humanlike) and sensitive crash-test homo sapien look-alikes around. Besides us.





No, we're not having a sale. These balloons are just one of the nice touches Beth Beans-Gilbert and a lot of other retailers bring to their service bays during new-owner workshops to help make the events more festive.

Out west in California, there are John Campbell's stores. To help keep his busiest customers happy, John started a mobile service van, which scurries off to their homes and offices. And when his customers leave their cars for service, they never know what they'll get back. It could be a flower, a sewing kit, a pair of sunglasses—not to mention a car that looks much better, now that it's been freshly washed and vacuumed.

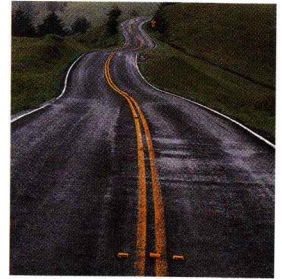
There's even an early story about a couple who had car trouble outside Salt Lake City, at that time 325 Km from the nearest Saturn retailer. Wanting to make things right in a difficult situation, John flew the customers home and arranged for the car to make it back, too. "The bottom line," says Massachusetts retailer Rick Mastria, "is that owners driving cross-country believe if they need to stop somewhere for service, they'll be treated the same way they were treated in their hometown." Retailer Huddy Hyman agrees. "It's a very respectful system," he says. "Everybody cares more about everybody. The customer senses our honesty, and in turn feels comfortable giving honest feedback. We car dealers were our own worst enemies in the old days before Saturn." To express his gratitude, Huddy held a Customer Appreciation Day at Busch Gardens, an event that drew around 400 people in Saturn shirts giving Saturn cheers in the middle of the park. Now, if you hadn't read all this, you'd think those people were loopy, wouldn't you? A bunch of people in a park doing cheers for an automobile company? Who'd a thunk it?



After six years on the road we're about to play on the home field of one of our most respected peers. You may remember our initial goal: To build a small car good enough to compete with Asian imports. Well, we're opening retail facilities in Japan. If you know anything about Japanese culture, then you know the significance of this venture. Japanese consumers are not only some of the toughest buyers around, they have typically already established long-term, familial relationships with their own car salespeople. In their culture, as opposed to ours, it's customary for the sales person to visit the home of the family, have dinner, and even leave the car with them for three days on a trial basis. It's a slightly different ball game than the one we're used to playing. But you know us. We'll do our best to accommodate different ways of working to come out on top.



Curvy roads are a blast to drive — unless your automatic is erratic. Not to worry. An elegant computer algorithm with a weird name — fuzzy logic — enables Saturn automatics to match the timing of the shift to the slope of the road, making all those climbs, curves, and descents remarkably fluid.

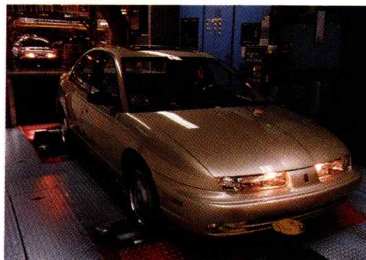


When we built the SC2, we gave our engineers very simple instructions, "Okay kids, go nuts."

That made them happy — and no big surprise. The newly designed SC2 is our upper-level sport coupe with the all-out performance engine and the sport-tuned suspension — the car every engineer wants to sneak onto the test track and drive the living daylights out of. To heck with all those fancy supercomputer simulations and algorithms, these engineers want to know how the new driving machine feels against their backside when it sweeps a curve, hugs a turn, or

SATURN SC2

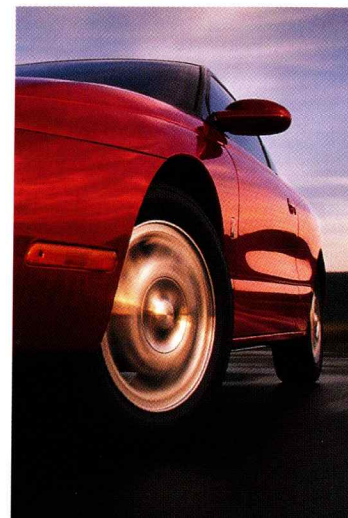
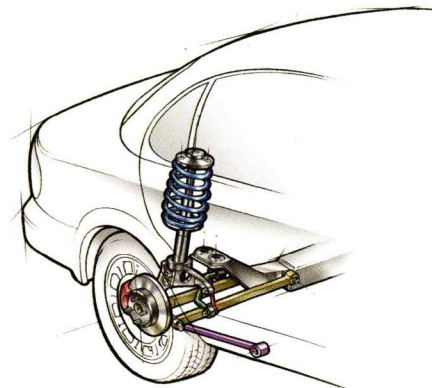
cruises flat out. So what's the verdict? Sleek styling makes it aerodynamic. New sound-absorbing fibers in door cavities and seals make it quieter. A longer wheelbase works with the wide track to give a better grip on tight corners. And every bushing, shock, strut, frame, tire, stabilizer bar, and steering component that figures into the handling has been tweaked and retweaked. Which is great — as long as you don't get so caught up in sweeping, hugging, and cruising that you forget yourself and drive past the office. Hey, don't blame us if you're tardy. Blame whoever's jamming in the dash or back there on that trunk-mounted CD player. Tunes. Gotta have tunes.



that's nothing compared to how we tested all the various components before we ever put them in. For the engine, more than 10,000 hours on a brutal dynamometer. For the transmission, 48 million accumulated shifts. For the keyless remote, the most grueling ordeal known to man or microchip — 48 cycles in a common household washing machine. For the car body, millions of kilometres of twisting, wrenching, and jostling on a computerized road simulator. And, of course, the real-world challenge: thousands of kilometres on the proving grounds — all the way from sun-parched Mesa, Arizona, to snowbound Kapuskasing, Ontario.

Naturally, we have all sorts of sophisticated computer equipment to assess your Saturn's vital signs before letting it out the door. But

Itching to take on a few mountain switchbacks? We thought so. Saturn's sport-tuned, four-wheel independent suspension will help keep your tires gripping the roadway. True MacPherson struts in the front, an optimized tri-link in the back.



If you find yourself parked in so tight you need a shoehorn to slip out — don't lose it. Saturn's variable-effort power steering offers just the right touch of assistance for squeezing out of a cramped space or twisting down a country road.





The way we see it, there are used cars and then there are used cars.

Okay, okay. So a used Saturn isn't exactly a vintage 1956 Corvette with whitewall tires, composite body, and the legendary, small block V-8. But if you close your eyes for a minute, it just might feel like it. Because when you buy a used car from us—be it a Saturn, or any other vehicle—our goal is to make the experience special. That's why when we created our own used car process (cleverly named *Used Cars from Saturn*), we, ever the contrarians, had to make ours a little different. It starts off like most, with a nice limited warranty. But then it throws a curve, beginning with an extremely extensive, 150-plus point inspection that sniffs out everything from a dysfunctional EGR valve to an old cracker crumb lurking in the glove compartment. Then, just as with a new Saturn, the price is the price—no haggling. And finally, you get a 30-day/2,500-Km trade-in policy, plus three days to bring the car back if you change your mind. So far, it's worked out pretty well—except for a few customers who have trouble getting the hang of it. For instance, in Texas, Bill Leonard says his customers keep looking over their shoulders, waiting for somebody to pounce—or for the sales consultant to run off and ask some sales manager to drop the price \$50. Undaunted, however, Bill's team forges ahead, treating customers buying used cars just like customers buying new ones—spreading the Saturn philosophy and not worrying about who makes the sale.



*We'll do our best never to act
or dress like this "car" guy.*

You see, at Saturn, it doesn't really matter which sales consultant gets credit for the sale, or how much it amounts to. Nope. Once again, we had to be different.

Ever think about how Saturn's dent-resistant, rust-proof and oxidation-proof polymer body-side panels figure into the equation of a used Saturn? Quite nicely. They always look brand-new.



*Just like a fine-tooth comb, Saturn's 150-plus
point inspection makes sure you get a car you
can trust, and a good night's sleep.*



Ergonomics: a Latin term for “You know, it would be kind of dumb to put that knob over there.”

INTERIORS

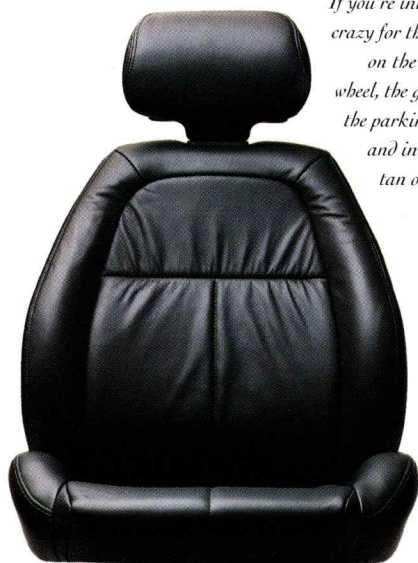
Yes, we know, it sounds like a simple enough matter to position a car's knobs, gauges, and pockets.

But think about it for a minute—considering all that has to go into it, the real estate around

the driver is pretty darn valuable. Besides that, everybody's different. Take a cupholder, for instance. It had better be just as good at holding one of those itty-bitty

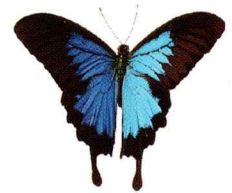
coffee cups as a fat liter of pop. See? It's tougher than you thought. But then, so are our designers. In fact, they're sort of like tenacious terriers—once they sink their teeth into something, they won't let go. For you, that translates into this cool thing they call “the centerpod”—one place where you can quickly twist, turn, or push all your heater switches, power knobs, and stereo buttons. Next comes cruise control, which you can flick with a finger—middle or index, the choice is yours. Then a broad field of vision—thanks to the nice arc of the roof, the wide windshield, the tall windows,

and a slightly elevated driving position. And there are a few other well-thought-out features—sporty seats with good support for the hips and shoulders; rear seats that split 60/40 to hold an assortment of people and packages; a wide cargo opening; a very big glove box; cubbyholes galore; and, last but not least, two cupholders. Or four—if you're really thirsty and decide to buy one of our new coupes. Anyway, we don't think we did anything dumb. But the only way you'll know for sure is to give us a sit.

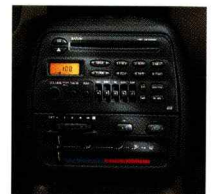


If you're into leather, you'll go crazy for this option. It comes on the seats, the steering wheel, the gearshift knob, and the parking brake handle—and in black on the SC2; tan or grey on the SL2, SC2, and SW2.

Whatever your dimensions, you'll be sitting pretty and comfortably with us. Simply adjust the height, angle, and lumbar support to your favorite cruising position. (SL2, SC2, SW2 only)



Keep yourself cool and the good earth's ozone layer intact, by opting for Saturn's air-conditioning system which, of course, uses a CFC-free refrigerant.



The top-of-the-line Saturn stereo is a four-speaker system with a CD player and graphic equalizer; six AM and twelve FM presets; an up-and-down seek feature; pop-out adjustments for balance control and fade; a theft-deterrent feature; and a nice, precise LCD clock. (Works quite nicely with one of your retailer's accessories—a trunk-mounted 12-disc changer.)





If you're about to read the next four pages, our relationship must be getting serious.

COLOR COMBINATIONS



SL	Exterior Copper Gold Medium Red Silver White	Standard Cloth Tan Tan Grey Grey Grey	
SL1	Exterior Black Gold Copper Dark Green Gold Light Green Medium Red Silver White	Standard Cloth Black or Tan Black or Tan Grey or Tan Black or Tan Black or Grey Black, Grey or Tan Grey Black, Grey or Tan	
SL2	Exterior Black Gold Copper Dark Green Gold Light Green Medium Red Silver White	Standard Cloth Black or Tan Black or Tan Black, Grey or Tan Black or Tan Black or Grey Black or Grey Grey Black or Grey	Optional Leather Tan Tan Grey or Tan Tan Grey Grey Grey Grey
SC1	Exterior Black Gold Dark Green Gold Red Purple Silver White	Standard Cloth Tan Grey or Tan Tan Grey or Tan Grey or Tan Grey Grey or Tan	
SC2	Exterior Black Gold Dark Green Gold Red Purple Silver White	Standard Cloth Black or Tan Black, Grey or Tan Black or Tan Black or Grey Black or Grey Black or Grey Black or Grey	Optional Leather Black or Tan Black or Tan Black or Tan Black or Grey Black or Grey Black or Grey Black or Grey
SW1	Exterior Dark Green Copper Gold Medium Red Silver White	Standard Cloth Grey or Tan Tan Tan Grey Grey Grey	
SW2	Exterior Dark Green Copper Gold Medium Red Silver White	Standard Cloth Grey or Tan Tan Tan Grey Grey Grey	Optional Leather Grey or Tan Tan Tan Grey Grey Grey

INTERIORS



SL, SC1, SW1



SL1



SC2



SL2, SW2



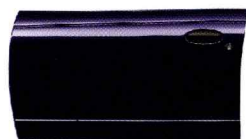
Black Gold



Dark Green



Light Green



Purple



Silver



Copper



Gold



Medium Red



Red



White

COLORS

SL



SL1



SL2



SC1



SC2



SW1



SW2



1997 MODELS

SPECIFICATIONS

TECHNICAL FEATURES							
	SEDANS			COUPES		WAGONS	
	SL	SLI	SL2	SC1	SC2	SW1	SW2
1.9-liter, SOHC, 8-valve inline 4-cylinder engine	S	S	N	S	N	S	N
1.9-liter, DOHC, 16-valve inline 4-cylinder engine	N	N	S	N	S	N	S
5-speed manual transmission	S	S	S	S	S	S	S
Electronically controlled 4-speed automatic transmission with lockup torque converter and driver-selectable performance/normal shift-mode switch	N	O	O	O	O	O	O
Manual rack-and-pinion steering	S	N	N	N	N	N	N
Power rack-and-pinion steering (vehicle-speed sensitive, variable-effort feature on SL2, SC2, and SW2)	N	S	S	S	S	S	S
Power-assisted ventilated front disc/rear drum brakes	S	S	S	S	S	S	S
Sport-tuned suspension system with front and rear stabilizer bar	N	N	S	N	S	N	S
SAFETY FEATURES							
Driver and front passenger airbags (supplemental inflatable restraints)	S	S	S	S	S	S	S
Anti-lock Braking System (ABS) and Traction Control	O	O	O	O	O	O	O
Daytime running lights (DRL)	S	S	S	S	S	S	S
Power door locks with remote keyless entry system (includes 2 key fob remotes)	N	O I	O I	I	I	O I	O I
Dynamic side impact protection (meeting 1997 standards)	S	S	S	S	S	S	S
Child-security rear door locks	S	S	S	N	N	S	S
EXTERIOR FEATURES							
Dent/corrosion-resistant polymer bodyside panels	S	S	S	S	S	S	S
Black bumper fascias	S	S	N	N	N	S	N
Colour-keyed bumper fascias	N	N	S	S	S	N	S
Tinted glass	S	S	S	S	S	S	S
Halogen headlights	S	S	S	S	S	S	S
Driver-side black mirror (manual)	S	S	S	N	N	S	S
Passenger-side black mirrors (manual)	A	S	S	N	N	S	S
Dual colour-keyed mirrors (manual)	N	N	N	S	S	N	N
Full wheel covers	S	S	S	S	N	S	S
Trunklid reflex panel	N	N	S	S	S	N	N
COMFORT AND CONVENIENCE							
Adjustable steering column	S	S	S	S	S	S	S
Remote hood, fuel-filler door and trunklid/liftgate door releases	S	S	S	S	S	S	S
Rear window defogger with manual shutoff and timed reset	S	S	S	S	S	S	S
Front intermittent wipers with 3 variable-speed settings	S	S	S	S	S	S	S
Rear wiper/washer system	N	N	N	N	N	S	S
Heat/ventilation system with 4-speed fan	S	S	S	S	S	S	S
Rear footwell air ducts	S	S	S	N	N	S	S
Warning chimes for headlights-on, key-in-ignition, and seatbelt	S	S	S	S	S	S	S
Full-length front console with two cupholders, storage, and movable ashtray	S	S	S	S	S	S	S
Rear seat console with two cupholders/storage	N	N	N	S	S	N	N
Glove compartment	S	S	S	S	S	S	S
Front door storage pockets	S	S	S	S	S	S	S
Front passenger-side seatback storage pocket	N	N	S	N	S	N	S
Coat hooks and passenger assist grips	S	S	S	S	S	S	S
Cargo area light	S	S	S	S	S	S	S
Cargo area cover with storage bag	N	N	N	N	N	A	S
Cargo area convenience net	A	A	A	A	A	S	S
3-way dome light (delayed shut-off feature with power door locks)	S	S	S	S	S	S	S
Passenger-side visor vanity mirror	S	S	S	S	S	S	S

A WORD ABOUT THE SATURN MOBILITY PROGRAM

On new vehicles, Saturn's mobility program will reimburse up to \$1,000 for the cost and installation of adaptive equipment for some physically challenged consumers. Please check with your retailer for complete details.

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.

INTERIOR/SEAT TRIM							
	SEDANS			COUPES		WAGONS	
	SL	SLI	SL2	SC1	SC2	SW1	SW2
Reclining front bucket seats	S	S	S	S	S	S	S
Adjustable front headrests	N	N	S	N	S	N	S
Driver seat with adjustable lumbar support and cushion height	N	N	S	N	S	N	S
60/40 split fold-down rear seatbacks	S	S	S	S	S	S	S
Cloth/vinyl seat upholstery	S	N	N	S	N	S	N
Full cloth seat upholstery	N	S	S	N	S	N	S
Cut-pile passenger compartment carpet	S	S	S	S	S	S	S
Cargo area carpet and full trim	S	S	S	S	S	S	S
Leather-wrapped steering wheel	A	A	A I	A	S	A	A I
INSTRUMENTATION							
Standard Analog — 180-Kph speedometer, 7000-rpm tachometer, trip odometer, fuel gauge, and engine coolant temperature gauge	S	S	N	S	N	S	N
Performance Analog — 220-Kph speedometer, 8000-rpm tachometer, trip odometer, fuel gauge, and engine coolant temperature gauge	N	N	S	N	S	N	S
AUDIO SYSTEMS							
AM/FM stereo with seek, digital clock, and four 6-inch speakers (SL includes 2 front speakers only)	S	N	N	N	N	N	N
AM/FM stereo with cassette, seek, digital clock, and four 6-inch speakers	A	S	S	S	S	S	S
AM/FM stereo with cassette, graphic equalizer, theft-deterrent feature, digital clock, and four 6-inch speakers (coaxial front/extended range rear on factory installations)	A	O A	O A	O A	O A	O A	O A
Coaxial front/extended range rear speakers (only available with AM/FM stereo with cassette)	N	N	S	I A	S	A	S
OTHER OPTIONAL EQUIPMENT							
Air conditioning with "CFC-free" refrigerant	O	O	O	O	O	O	O
Alloy wheels — "Double Fin" style, 15-inch	N	N	O	O ²	N	N	O
— "Teardrop III" style, 15-inch	N	N	N	N	S	N	N
Cruise control	A	O A I	O A I	O A I	O A I	O A I	O A I
Floor mats	A	A	A	A	A	A	A
Foglights	N	N	O	N	S	A	I
Leather Appointments — includes leather seating areas, leather-wrapped parking brake grip, gearshift knob, and steering wheel (only available with Factory Option Package)	N	N	O	N	O	N	O
Power sunroof with tilt-up feature, inner sliding shade, and dual map lights	N	O	O	O	O	N	N
Rear spoiler	N	N	O	S	O	N	N
FACTORY OPTION PACKAGES							
	SLI	SL2	SC1	SC2	SW1	SW2	
Air conditioning with "CFC-free" refrigerant	I	I	I	I	I	I	
Alloy wheels — "Double Fin" style, 15-inch		I					
— "Teardrop III" style, 15-inch				I			
Cruise control	I	I	I	I	I	I	
Saturn Security System includes remote keyless entry system (2 key fobs) with panic button feature, door alarm, engine immobilizer, power door locks, power trunklid/liftgate release	I	I	I	I	I	I	
Power passenger-side mirror	I	I	I	I	I	I	
Power windows with driver "express down" feature	I	I	I	I	I	I	
KEY							

S Standard Equipment

A Accessory (Retailer Installed)

O Option (Factory Installed)

I Included in Factory Option Package

N Not Available

¹Includes storage pockets.

²SC1 with optional "Double Fin" alloy wheels includes 185/65R15 86T touring tires.

³Retailer installation requires vehicle to be equipped with one of the following options: air conditioning, automatic transmission, anti-lock braking system, power windows, or sunroof.

⁴SL includes 2 front speakers only.

⁵Only available with AM/FM stereo with cassette.

⁶Coaxial front/extended range rear on factory installations.

A WORD ABOUT UPDATED SERVICE INFORMATION

Saturn regularly sends its retailers useful service bulletins about Saturn products. Saturn monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your retailer. For ordering information, call 1-800-263-1999.

A WORD ABOUT THE SATURN SERVICE PLAN

Every Saturn owner has different needs. That's why Saturn offers several Saturn Service Plan options to supplement an owner's warranty coverage. Some cover the powertrain only and others cover 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 120,000 Km, whichever comes first.

S P E C I F I C A T I O N S

ENGINE/ELECTRICAL/CAPACITIES		
<i>Availability</i>	<i>SL/SL1/SC1/SW1</i>	<i>SL2/SC2/SW2</i>
Engine Type	1.9-liter, SOHC, 8-valve inline 4-cylinder	1.9-liter, DOHC, 16-valve inline 4-cylinder
Displacement	1901.17cc (116.03 cu. in.)	1901.17cc (116.03 cu. in.)
Horsepower (SAE Net)	74.5 kw @ 5000 rpm	93 kw @ 5600 rpm
Torque (SAE Net)	155 nm @ 2400 rpm	165 nm @ 4800 rpm 155 nm @ 2400 rpm
Redline	5600 rpm	6500 rpm
Bore & Stroke	82 mm x 90 mm (3.23 in. x 3.54 in.)	82 mm x 90 mm (3.23 in. x 3.54 in.)
Compression Ratio	9.3:1	9.5:1
Fuel System	Sequential-port fuel-injection	Sequential-port fuel-injection
Valve Train	2 valves per cylinder, chain-driven	4 valves per cylinder, chain-driven
Engine Block	Aluminum alloy with cast-iron cylinder liners	Aluminum alloy with cast-iron cylinder liners
Cylinder Head	Aluminum alloy	Aluminum alloy
Emission System	3-way catalyst with linear EGR	3-way catalyst with linear EGR
Ignition System	Distributorless electronic	Distributorless electronic
Alternator	12-volt, 96-amp	12-volt, 96-amp
Battery	12-volt, 525 cold cranking amps	12-volt, 525 cold cranking amps
Recommended Fuel	87 octane unleaded regular	87 octane unleaded regular
Fuel Tank	46.2 litres (10.2 gallons)	46.2 litres (10.2 gallons)
Engine Oil	3.8 litres (3.2 quarts)	3.8 litres (3.2 quarts)
Engine Coolant	6.7 litres (5.6 quarts)	6.7 litres (5.6 quarts)

T R A N S M I S S I O N S

<i>Transmissions:</i>	<i>Manual</i>		<i>Optional Automatic</i>	
Gear ratios (:1)	<i>SL/SL1/SC1/SW1</i>	<i>SL2/SC2/SW2</i>	<i>SL1/SC1/SW1</i>	<i>SL2/SC2/SW2</i>
1st	3.250	3.250	2.526	2.526
2nd	1.809	2.055	1.266	1.556
3rd	1.172	1.423	0.811	1.030
4th	0.811	1.032	0.595	0.700
5th	0.605	0.730	—	—
Final Drive	4.060	4.060	4.060	4.060
Powertrain Type: Transverse front-engine/front-wheel drive with equal-length halfshafts				

B O D Y / S U S P E N S I O N / C H A S S I S

Body Type	Steel spaceframe (All)
Exterior Panels	Polymer vertical bodyside panels and bumper fascias; galvanized steel hood and roof (All); steel trunklid (SL/SL1/SL2/SC1/SC2); sheet molded compound rear liftgate (SW1/SW2); polymer rear spoiler (optional SL2/SC1)
Bumpers	8-Kph front and rear (All)
Front Suspension	Independent MacPherson strut lateral link and tension strut/stabilizer bar
Rear Suspension	Independent tri-link with strut/spring module (stabilizer bar on SL2/SW2/SC2)
Steering Type, rack-and-pinion	Manual (SL); power steering (SL1/SW1/SC1); variable-effort power steering (vehicle-speed sensitive) (SL2/SW2/SC2)
Steering Ratio	24.4:1 (SL); 18.3:1 (SL1/SW1/SC1); 16.3:1 (SL2/SW2/SC2)
Steering Wheel Turns, lock-to-lock	4.0 (SL); 3.0 (SL1/SW1/SC1); 2.67 (SL2/SW2/SC2)
Turning Circles, curb-to-curb	11.3 meters/37.1 ft (SL/SL1/SL2/SW1/SW2/SC1/SC2);
Braking System	Dual-diagonal, power-assisted front disc/rear drum (All)
Front Disc	Ventilated, 250.5 mm (9.86 in.) diameter
Rear Drum	200 mm (7.87 in.) diameter
Optional Anti-lock (ABS)	Front disc/rear drum (SL/SL1/SW1/SC1/SW2); Power 4-wheel disc (SL2/SC2)
Wheels	14" forged steel with full covers (SL/SL1/SW1/SC1); 15" forged steel with full covers (SL2/SW2) 15" Aluminum (SC2)
Tires, Steel-Belted Radial	P175/70R14 84S Firestone 680 all-season (SL/SL1/SW1/SC1) P185/65R15 86T Firestone Affinity T1 touring (SL2/SW2)* P195/60R15 87H Firestone Firehawk GTA performance (SC2)* T115/70R14 88M compact spare (All) *Tire chains/cables may not be used with P185/65R15 86T or P195/60R15 87H tires
Exhaust System	Full stainless steel (All)

A W O R D A B O U T T H E S A T U R N O W N E R P R O T E C T I O N P L A N

Moneyback Guarantee: Within the first 30 days or 2,500 Km of delivery, whichever comes first, the original purchaser may return his or her 1996 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 1997 Owner Protection Plan Brochure.

Saturn Warranty: Our Saturn New Car 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 60,000 Km, 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 New Car Warranty, please refer to the warranty and owner assistance booklet inside the Owner's Handbook.

B A S E C U R B W E I G H T W I T H O P T I O N A L A I R C O N D I T I O N I N G

<i>Manual Transmission</i>		<i>Optional Automatic Transmission</i>	
SL/SL1	1055.3 kg (2326.5 lbs.)	SL1	1069.2 kg (2357.2 lbs.)
SL2	1086.1 kg (2394.4 lbs.)	SL2	1100.8 kg (2426.8 lbs.)
SC1	1048.2 kg (2310.8 lbs.)	SC1	1062.1 kg (2341.5 lbs.)
SC2	1082.2 kg (2385.8 lbs.)	SC2	1096.9 kg (2418.2 lbs.)
SW1	1085.7 kg (2393.5 lbs.)	SW1	1099.7 kg (2424.4 lbs.)
SW2	1114.0 kg (2455.9 lbs.)	SW2	1128.8 kg (2488.6 lbs.)

F U E L C O N S U M P T I O N I N F O R M A T I O N (C I T Y L / 1 0 0 K M H I G H W A Y L / 1 0 0 K M)

<i>Estimated L/100Km</i>	<i>SL</i>	<i>SL1</i>	<i>SW1</i>	<i>SC1</i>	<i>SL2/SW2/SC2</i>
Manual Transmission	8.4/5.4	8.4/5.4	8.5/5.5	8.4/5.4	9.1/5.9
Automatic Transmission	N/A	8.7/5.7	9.1/6.4	8.7/5.7	9.6/6.4

E X T E R I O R D I M E N S I O N S / A E R O D Y N A M I C S

	<i>SL/SL1/SL2</i>	<i>SC1/SC2</i>	<i>SW1/SW2</i>
Wheelbase	260.1 cm (102.4 in.)	260.1 cm (102.4 in.)	260.1 cm (102.4 in.)
Overall Length	449.3 cm (176.9 in.)	457.4 cm (180.0 in.)	449.2 cm (176.9 in.)
Overall Height	138.5 cm (54.5 in.)	132.6 cm (52.2 in.)	138.5 cm (54.5 in.)
Overall Width	169.5 cm (66.7 in.)	170.9 cm (67.3 in.)	169.5 cm (66.7 in.)
Track, front	144.3 cm (56.8 in.)	144.3 cm (56.8 in.)	144.3 cm (56.8 in.)
Track, rear	142.2 cm (56.0 in.)	142.2 cm (56.0 in.)	142.2 cm (56.0 in.)
Coefficient of Drag (Cd)	.315—SL/SL1 .318—SL2	.330—SC1 .310—SC2	.356—SW1 .360—SW2

I N T E R I O R D I M E N S I O N S / V O L U M E S

<i>Front</i>	<i>SL/SL1/SL2</i>	<i>SC1/SC2</i>	<i>SW1/SW2</i>
Head Room	99.8 cm (39.3 in)	97.8 cm (38.5 in)	99.9 cm (39.3 in)
Shoulder Room	137.8 cm (54.3 in)	135.7 cm (53.4 in)	137.8 cm (54.3 in)
Hip Room	128.8 cm (50.7 in)	127.0 cm (50.0 in)	128.8 cm (50.7 in)
Leg Room	108.0 cm (42.5 in)	108.1 cm (42.6 in)	108.0 cm (42.5 in)
<i>Rear</i>	<i>SL/SL1/SL2</i>	<i>SC1/SC2</i>	<i>SW1/SW2</i>
Head Room	96.5 cm (38.0 in)	90.6 cm (35.7 in)	98.3 cm (38.7 in)
Shoulder Room	136.0 cm (53.5 in)	132.6 cm (52.2 in)	136.0 cm (53.5 in)
Hip Room	131.0 cm (51.6 in)	124.5 cm (49.0 in)	131.0 cm (51.6 in)
Leg Room	85.2 cm (32.8 in)	78.7 cm (31.0 in)	83.2 cm (32.8 in)
EPA Passenger Volume	2578.1 litres (91.1 cu. ft.)	2381.4 litres (84.1 cu. ft.)	2599.7 litres (91.8 cu. ft.)
EPA Cargo Volume	343.0 litres (12.1 cu. ft.)	323.0 litres (11.4 cu. ft.)	705.1 litres (24.9 cu. ft.) seats up 1648.3 litres (58.2 cu. ft.) seats down

A W O R D A B O U T S A T U R N S A F E T Y F E A T U R E S

Occupant Protection: Driver and front passenger airbags (supplemental inflatable restraint system) • Height adjustable manual three-point active safety belt system for driver and right front passenger (Wagons/Sedans only), including visual and audible warning system • Dual-mode lap belt retractor • Manual shoulder/lap safety belts, outboard rear seat positions (Sedans include child holdout ratcheting mechanism) • Manual lap safety belts, center rear positions (Sedans and Wagons only) • Patented rear seatbelt latchplate assembly (Coupes and Wagons only) • Instrument panel passenger-side brow for low-speed, non-deploy impacts • Energy-absorbing steering column • Energy-absorbing instrument panel • Energy-absorbing knee bolsters for driver and front passenger • 3-Ply laminated windshield with urethane bonding • Safety tempered side and rear window glass • Interlocking door latches • Security door locks and door retention components (striker plates and hinges) • Head restraints, driver and front passenger (adjustable or integral) • Breakaway inside rearview mirror • Passenger-guard inside door handles • Child-safety rear seat anchor points (tethers) • Steel spaceframe construction • Side-door beams cross bracing • Front crumple zones • Rear crumple zones • Rear seat anti-submarining ramp • 8-kph front and rear bumpers • Dual sunvisors • Pressure lock radiator cap

Accident Avoidance: Daytime running lights (DRL) • Side marker lights and reflectors • Parking lights that illuminate with headlights • Four-way hazard warning flashers • Backup lights • Center high-mounted stop light • Flash-to-pass headlights • Windshield defroster • Rear window defogger with auto reset timer • Front intermittent wipers with washer system • Rear window washer/wiper system (Wagons) • Inside manual day/night rearview mirror • Dual action hood latch (front opening) • Easy-to-read gauges (analog) • Power assisted brake system with dual master cylinder and warning light • Dual outside rearview mirror (driver-side only on SL) • Starter safety switch • Low glare finish (windshield mouldings, wiper arms, and blades) • Illuminated heater and defroster controls • Tires with built-in tread wear indicators • Audible brake lining wear indicators • Uphill/ downhill grade logic (automatic transmission only) • Brake/transmission shift interlock • Safety road wheel rims

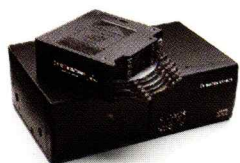
Theft Deterrence: Visible vehicle identification number • Laser-etched VIN plate • Theft-deterrent steering column lock • Theft-deterrent key locking system

24-Hour Roadside Assistance: From the moment of purchase, throughout the term of the car's Warranty, every Saturn owner is enrolled in Saturn's "24-Hour Roadside Assistance Program." If a problem is experienced, the owner can dial toll-free 1-800-268-6800 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.

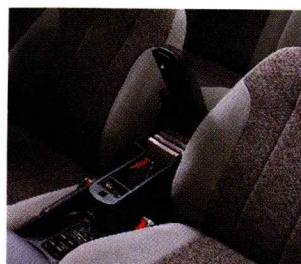
Owner Assistance: If Saturn owners need help, or just have questions about their cars, they can call their retailers and ask for the Customer Assistance Liaison, who personally handles the requests. Or, Saturn owners can take advantage of a direct link to Saturn by calling the Saturn Assistance Center toll free at 1-888-4SATURN.

See your Saturn retailer for more details about the Owner Protection Plan.

Yes, we even have ways to make a different kind of car different.



This special trunk-mounted, 12-disc CD changer stores all your favorite traveling tunes so you can hear them, but bandits can't see them. It works with Saturn's AM/FM stereo cassette or AM/FM CD player, both with graphic equalizer. (All models but the wagons, which of course have no trunks)



Now you can rest your elbow and store your coins, cassettes, and CDs in a locking center console. This handy accessory comes in black or tan to complement your car's interior. (All models)



Color-coordinated to look nice beneath your toes, floor mats come in tan, black, or grey—all to help protect your pretty carpets from splashes, spills, and muddy shoes. (All models)



Hate to get muddy? Well, check out our nice new splash guards—a fancy name for good ol' mud flaps. (All models)

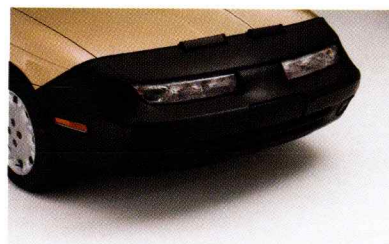
ACCESSORIES



Not only will this tough, stretchy, Lycra® net keep stuff from sliding around in your cargo area—it'll also give you a few extra pockets to stick stuff in. It's just the thing to hold grocery bags upright all the way home. (A single-panel version comes standard on the wagons.)



If you want to make sure virtually no wind sneaks in through your open sunroof, you can buy this wind deflector. Made of translucent high-impact polymer, it's downright spiffy. (All models except the wagons and the SL)



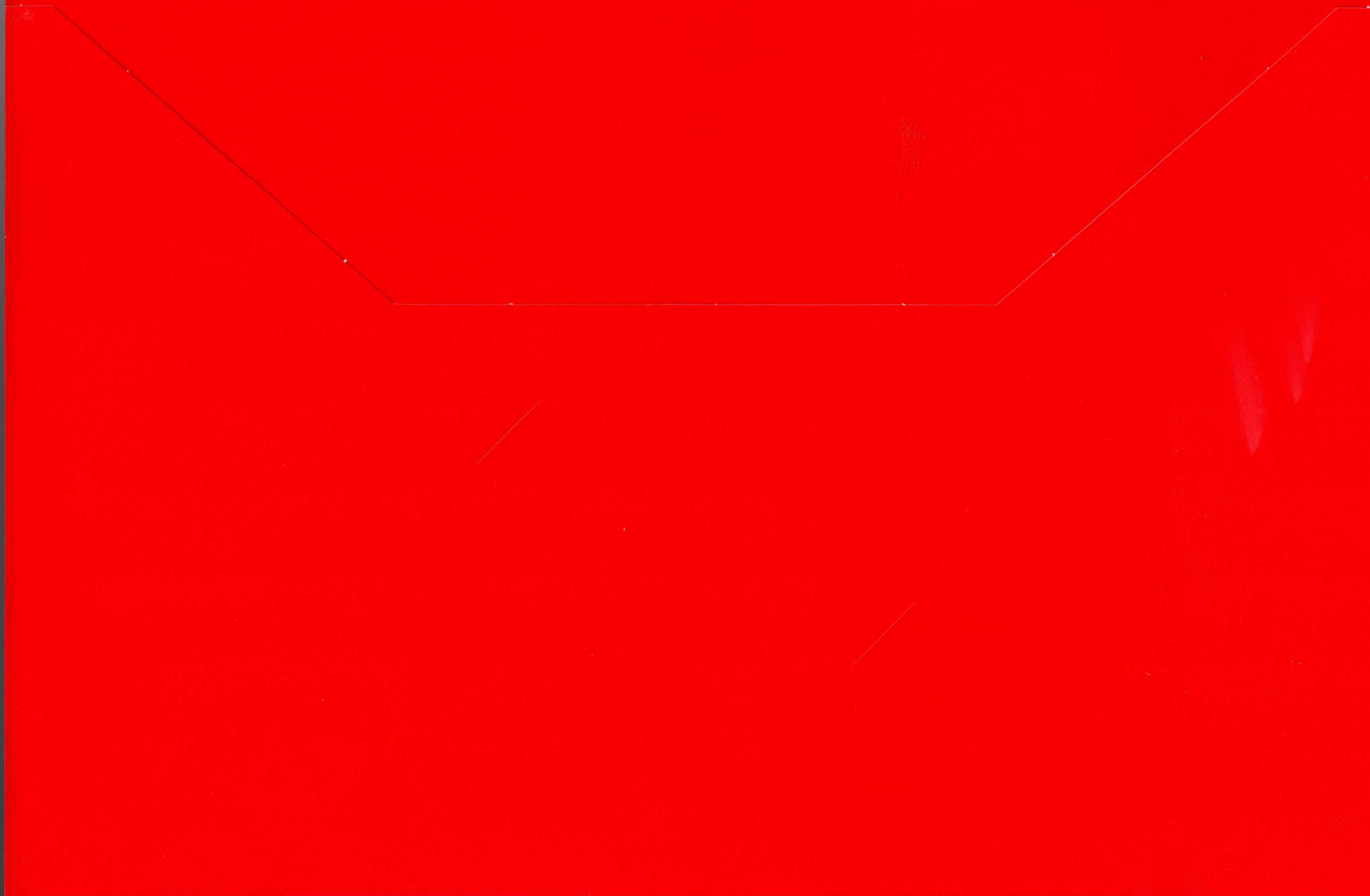
Worried about your pretty nose? This front-end cover is the perfect bib to shield that snout from flying critters and loose gravel. (All models)



Keep your Saturn under wraps with this four-layer, moisture-resistant, Evolution® 4 car cover—which actually breathes to help keep your finish snug and dry, whatever the weather. (All models)

OTHER AVAILABLE ACCESSORIES

Item	Availability
Cruise control	All
Passenger-side mirror (manual)	SL only
Saturn Security System	Manual door locks only
Touch-up paint	All
Car care kit	All
Driver-side vanity mirror	All
Cargo cover and bag	SW1 only
Engine block heater	All
Wheel lock nuts	All





You may be wondering what this little critter is doing on the back of your brochure. Well, he's been with us every year and we've kind of grown attached. What's his point? He's the only mammal we know of with body armour, and we're the only auto manufacturer we know of who uses extensive dent-resistant thermoset-plastic bodyside armour. Now how could we leave him out?



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

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