2008 saturn astra parts
Because of its European design and engineering, the Saturn Astra is one of the most distinctive small cars offered in the U. Fuel economy should be a strength when compared to most other vehicles in its class, and the top XR three-door looks poised to resonate with the go-fast small-car crowd. All Astras are extremely well-equipped with standard items that are most often found on the options list at this price range. Close this Model overview: The Saturn Astra is offered in two hatchback body styles--three-door and five-door. Both have a horsepower, 1.4-liter, four-cylinder engine with continuously variable valve timing, which helps make it both more responsive and efficient. The Astra has a strut-type suspension in front, Read more The Saturn Astra is offered in two hatchback body styles--three-door and five-door. The Astra has a strut-type suspension in front, with bushings designed to curb noise and vibration, while the rear is of a semi-independent, axle-beam design. Together with the suspension, electro-hydraulic rack-and-pinion steering helps provide sporty handling. Safety features haven't been neglected either. Six air bags are standard, including roof-rail head-curtain air bags and seat-mounted thorax air bags in front. Active head restraints are also included. Anti-lock brakes are standard; they're optional on many small cars, while GM's StabiliTrak stability control system is standard on three-door models and optional on five-doors. The base XC comes with power windows and locks, heated power mirrors, keyless entry, cruise control, remote keyless entry, RainSense wipers, and a six-speaker CD sound system. XR models add alloy wheels, variable-effort steering, inch alloys, projector-beam fog lamps, air conditioning, and an upgraded, seven-speaker sound system with MP3 compatibility. XR three-door models have all of the equipment found on the five-door XR models, plus better-boistered high-back seats, a sport lowered suspension, exhaust brightwork, quicker-ratio steering, and steering-wheel audio controls. Options include leather seats, an upgraded audio system, a dual-panel power sunroof on the XR five-door, and flashy inch star-spoke alloy wheels on the top XR three-door. Close this There's a problem loading this menu right now. Would you like to sell products for this vehicle on Amazon. Learn how About This Vehicle Model strengths: Stylish inside and out; assured handling; fuel efficiency. The European-flavored Astra is a new hatchback in the Saturn lineup for It is based on the Euro-market Opel of the same name and replaces the now-discontinued Ion sedan and coupe models. All Astras are extremely well-equipped with standard items that are most Read more. Close this. The Saturn Astra is offered in two hatchback body styles--three-door and five-door. There's a problem loading this menu right now. Learn more about Amazon Prime. Get free delivery with Amazon Prime. Back to top. Get to Know Us. Amazon Payment Products. English Choose a language for shopping. Skip to main content. Exterior Accessories. Mirrors Exterior Mirrors Towing Mirrors. Interior Accessories. Amazon Music Stream millions of songs. Amazon Advertising Find, attract, and engage customers. Amazon Drive Cloud storage from Amazon. Alexa Actionable Analytics for the Web. Sell on Amazon Start a Selling Account. AmazonGlobal Ship Orders Internationally. Amazon Rapids Fun stories for kids on the go. ComiXology Thousands of Digital Comics. DPReview Digital Photography. East Dane Designer Men's Fashion. Shopbop Designer Fashion Brands. Deals and Shenanigans. Ring Smart Home Security Systems. Amazon Subscription Boxes Top subscription boxes right to your door. PillPack Pharmacy Simplified. Amazon Renewed Like-new products you can trust. Amazon Second Chance Pass it on, trade it in, give it a second life. Weitere Verwirrung entsteht, wenn die Begriffe Zeitzone und Zonenzeit synonym verwendet werden. Manche Staaten verwenden nicht eine der 24 Uhrzeiten aus dem auf den Greenwicher Kugelzweiecke. Die Zonenzeiten wurden relativ zur Greenwich Mean Time gebildet. In moderner, u. Reisende richteten sich nach der Ortszeit des jeweils erreichten Ortes. In der Mitte des Die Gebiete wurden in vier Zeitzonen mit sich um ganze Stunden unterscheidenden Standardzeiten unterteilt. Vorreiter einer einheitlichen Zeit waren auch in Deutschland die Eisenbahnen. Ab dem 1. April Seit dem 1. Dezember 1878, wurde aber weiterhin in Berner Ortszeit umgerechnet verbreitet. Der Wechsel der Berner wurde von den anderen Kantonen zum selben Datum mitgemacht. Zu Lande obliegt es den jeweiligen Staaten, ihre Zeitrechnung gesetzlich zu regeln. Die Zeitangaben aktualisieren. Kategorie : Zeitzone. Ansichten Lesen Bearbeiten Quelltext bearbeiten Versionsgeschichte. Commons Wikinews Wikivoyage. Bakerinsel Howlandinsel. Amerikanisch-Samoa Midwayinseln Niue. Kitts und Nevis St. Zulu-Zeit auch:
Although steering and ride are fairly different between body styles, all Mini Coopers are especially when attached to the CVT and we’d suggest sticking with the supercharged Cooper “overboost” mode is active. In contrast, the base convertible’s engine is unimpressive the Cooper S, meanwhile, is terrific, providing particularly strong acceleration when the special engine provides more than enough gusto for most buyers. The turbocharged version found in provide more useful power. Despite its modest power numbers, the base Cooper hatchback's are drastically different. The hatchback's new engines are much more refined and efficient, and best rating of “Good. They may look alike, but under the skin, the two Mini Cooper body styles Institute for Highway Safety frontal-offset crash testing, the Cooper hatchback achieved the side airbags. The S model also includes traction control, while stability control is optional on all base Cooper is about 2 seconds slower. All Mini Coopers come with antilock disc brakes and optional. The Cooper S convertible has a six-speed manual or six-speed automatic. Acceleration from zero to 60 mph is accomplished in around 7 seconds in the Cooper S convertible, while the base Cooper is about 2 seconds slower. All Mini Coopers come with antilock disc brakes and side airbags. The S model also includes traction control, while stability control is optional on all models. The hatchback also comes standard with full-length side curtain airbags. The Mini Cooper convertible features fixed roll bars perched just behind the rear seat. In Insurance Institute for Highway Safety frontal-offset crash testing, the Cooper hatchback achieved the best rating of “Good. They may look alike, but under the skin, the two Mini Cooper body styles are drastically different. The hatchback’s new engines are much more refined and efficient, and provide more useful power. Despite its modest power numbers, the base Cooper hatchback’s engine provides more than enough gusto for most buyers. The turbocharged version found in the Cooper S, meanwhile, is terrific, providing particularly strong acceleration when the special “overboost” mode is active. In contrast, the base convertible’s engine is unimpressive especially when attached to the CVT and we’d suggest sticking with the supercharged Cooper S. Although steering and ride are fairly different between body styles, all Mini Coopers are
characterized by their phenomenally fun driving experience. Responses to driver input are quick, and the Cooper sucks its driver into the experience, delivering lots of feedback through the steering wheel, driver seat and pedals. The hatchback’s electric power steering makes turning at slow speeds less of an arm workout, while its standard Sport feature tightens it up to match the convertible’s constantly stiff, go-kart feel. This sporty nature comes at the expense of a somewhat stiff ride quality, particularly on models equipped with the sport-tuned suspension. But no matter what Cooper you choose, prepare to have fun. Since they technically represent different Mini generations, the hatchback and convertible Coopers feature much different interior designs – although actual interior space is about equal. While the redesigned hatchback features a much snazzier, modernistic control setup, it’s a prime example of something looking great on paper, but working terribly in practice. The audio controls are bunched confusingly into the huge center speedometer, and both manual and automatic climate controls are also poorly designed. The convertible’s, on the other hand, are much simpler and user-friendly, even if they don’t look as cool. Otherwise, the hatchback’s seat comfort and driving position are far superior to the convertible. Although numerous squeaks and rattles seem to be a Mini hallmark, materials and build quality do seem better on the hatchback. Despite its small size, the Mini Cooper is actually surprisingly spacious for a wide variety of driver sizes. Even those taller than 6 feet will find a comfortable seating position. The hatchback’s telescoping wheel is a big help. With those tall folks up front, though, rear seat leg space is practically non-existent, even if headroom is ample. Available styles include S 2dr Hatchback 1. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you’re interested in and then select a used car from our massive database to find cheap pre-owned vehicles for sale near you. Once you have identified a used vehicle you’re interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used MINI Cooper. Is it better to lease or buy a car? Ask most people and they’ll probably tell you that car buying is the way to go. And from a financial perspective, it’s true, provided you’re willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It’s also good if you’re someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Hatchback’s awkward interior controls, scant backseat legroom, squeaks and rattles galore; suspension may be too stiff for some, convertible’s limited rear visibility. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds’ Expert Review. Vehicle overview. Read more. Write a review See all 75 reviews. Great Car - but here's what you need to know. No chatter anymore like it did on really cold starts. The auto trans is a worry. Read less. Too many problems, excessive oil consumption. I owned a Mini Cooper S, until recently when I traded it in with 75, miles. I bought it new and it was a fun car to drive. It had lots of leg room for my 6’ 4” body, but in terms of maintainability it was the worst car that I have ever owned. Furthermore, it had “run flat” tires To summarize my MINI experience: after 50, miles it turned into a lemon. To the future owner So much fun - and oh so not worth it in the end Look I’ll make this brief and simple. If you are reading this and other posts you should have an idea now that the Mini is a blast to drive. And you will pay and pay for the constant repairs to enjoy that go-kart feel. The reliability on these cars is abysmal - period. Something is always leaking, breaking or needs replacing. The little turbo simply just eats things up and you will be in the "repair" tunnel of hell once things go south. And they will sooner then later. I simply can’t recommend these cars until BMW makes a significant commitment to improving quality. Save yourself heartache and go get a new Mazda Miata. Fun to Drive; lots of limitations. I bought this car used and I am perhaps the wrong demographic to own such a car. If it wasn’t so fun to drive, I would hate it- if that makes any sense at all! Noisy on highway; base engine strains when pushed. Automatic trans is clunky on downshifts and has trouble making decisions. This car had some type of solenoid problem before I bought it and found that out later. Very finicky about fuel- Mini will almost spit out anything less than 93 octane. Carbon buildup problems exist and on such a tightly built engine, that becomes worrisome. The Mini, for me, is like someone that you just date but wouldn’t marry. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Cooper. Sign Up. Advanced Search Search Tips. Please wait Dave’s Auto Wrecking. Search Advanced Search Tips. This is a nice clean long bed from the south fits Chevy and GMC trucks years This bed is in very good condition. For shipping price call the office. Rust free truck bed from the south. Priced with the gate. 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Shipping set to miles all others call the office first. Nice used rust free truck bed from the south. Has few dents, and some damage left side. Fits Dodge ram , pickup trucks. Short bed. Shipping set for miles all others most call first. Type a description used Southern truck bed fits Dodge Truck , , Years This is a short bed rust free come with gate. May have dents see photos. This is a rust free Chevy S pickup bed. Fits years Tailgate included in the price. Standard length bed: Southern rust free. Shipping is set for local delivery only miles max, all others must call first. Current Top Sellers 1. Add To Cart. New Products. Newby from West Virginia. PO Code. Sub-Forums : Aura General. Windshield Chip Repair. Sub-Forums : Outlook General. Dash shows Engine running at Check Gas cap, ABS warning light Is my Saturn done? Replacing roof on Redline. Sub-Forums : Canadian Saturn Owners. Seaf Heater Repair Tutorial. Sub-Forums : Other Cars , Politics. How Direct Injection Works. 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The Saturn Enthusiasts Site. User Name. Remember Me? Mark Forums Read. Welcome to our newest member, Forbidhealer Today's Birthdays. At some point, we've all had to carry around a bunch of stuff. Sometimes the task is easy -- a backpack, for instance, or your pet cat. Other times, we're more encumbered. Most of us have tried to lug too many grocery bags from the car to our homes, only to spill milk or crush precious fruit. Overloading our puny arms with too many books, boxes and other things makes the process of moving more difficult and hazardous, as our bodies were only designed to handle so much. You could say the same for cars, trucks and SUVs lugging cargo down the road. We're constantly moving things from one place to the next on highways and side roads. Overloading a vehicle can put a huge strain on the engine, transmission and other working parts. At the same time, drivers in overloaded vehicles are putting themselves and others on the road at risk. Knowing how much payload your car, truck or SUV can handle is important for safety considerations. Payload is simply any load carried by a vehicle. And before you count up everything you'd like to put in your car, don't forget: Passengers count as payload, too. So how are you supposed to know how much payload you can afford to carry in your car or truck? To calculate your vehicle's payload capacity, you only need to know two things: your vehicle's gross vehicle weight rating GVWR and its curb weight. Gross vehicle weight rating is simply the maximum allowable weight of an entire vehicle when it's packed up and ready to go -- that includes the weight of the vehicle itself, all of the necessary fluids for operation gasoline, diesel, oil and so on and any cargo, passengers and tools. A vehicle's GVWR is calculated by its manufacturer, and you can typically find it in your owner's manual or on the vehicle's doorframe, near the door latch. Curb weight is simply how much the vehicle weighs on its own, without any cargo or passengers. This measurement includes a full tank of gas and any other fluids that keep a car running. So, a vehicle's payload capacity -- the amount of stuff it can safely carry after you've filled up the tank with gas and topped off all of the fluids -- is just a matter of subtraction. For example, if you have a car with a GVWR of 3, pounds 1, kilograms , and its curb weight is 3, pounds 1, kilograms , you would subtract 3, pounds from 3, pounds. Do you need to take into consideration whether your vehicle's a car, truck or SUV? Read on to find out. What you consider payload for a truck is going to be considerably different than what you carry in a car or SUV. You probably wouldn't carry long wooden boards for your house's reconstruction inside a small station wagon. At the same time, chances are you don't need a big, heavy-duty truck to
move a few bags of groceries. For the most part, a truck’s payload is typically going to consist of heavier cargo. It’s important to note that trucks in the United States are classified according to their maximum gross vehicle weight rating. There are actually two ways we can look at this: by class or by category, although both are related to each other. Weight classes, determined by the U. The U. Department of Transportation DOT also groups these classes into broader categories. Classes one and two are considered light-duty trucks, classes three through five are medium-duty trucks, while everything in class six and above is classified as a heavy-duty truck. Knowing where your truck falls within these categories will make it easier for you to determine how much payload you can afford to carry during your trips. Most of us who drive a car don’t think as seriously about payload as someone who drives a truck. After all, a father wouldn’t normally ask, “Well, do we have the necessary payload packed up? Compared to a truck, a car’s payload is typically going to be much lower. Some of the car’s load may be heavy, but anything that’s heavy enough to exceed payload limits and be considered dangerous probably won’t fit in a car anyway. Still, there are some important things to consider when loading up a car that can affect your planning and the ease of a trip. It helps to remember that passengers count as payload, too, and that most car manufacturers factor in pounds 60 kilograms per person per seating position. That means that when you’re considering how much weight you can carry in your car, you can think about every available empty seat as an extra pounds. For instance, if your back seat that’s designed to carry three passengers is empty, then you essentially have pounds kilograms to fill up before things get a little shaky. An SUV can carry far more weight than a car, right? On the next page we’ll see how payload works for these vehicles. When it comes to payload, some think of an SUV as a sort of best-of-both-worlds vehicle -- it has lots of carrying capacity like a truck, but it also has the seating capacity and other luxuries of a car. It’s best to think of the payload capacity of an SUV as in between a truck and a car. Usually it can carry more than a car can. It’s easy to make extra space in most SUVs because the back seats almost always have the capability of folding forward, creating one large storage space that can carry some extra-large cargo -- gear that’s a bit more heavy-duty. Unlike most pickup trucks, of course, SUVs have roofs, so there’s a limit to how much you can pile up. But more importantly, you wouldn’t want to treat your SUVs payload capacity like a truck’s anyway because of safety issues. Even though the perception of SUVs is that they’re great for carrying cargo and have on-and-off road capabilities, many also view them as potentially dangerous. Because the center of gravity on an SUV is typically much higher than a car’s, they’re much more likely to roll over, especially once they’re overloaded. Many SUV manufacturers, responding to consumer fears, have developed safer vehicles using electronic stabilizing technologies. Concern over accidents has led to safety legislation, too: Since September , the National Highway Traffic Safety Administration NHTSA requires manufacturers to place a label that states the maximum combined weight of all occupants and cargo on the doormats of all vehicles with a GVWR of less than 10, pounds 4, kilograms [source: Kurczewski ]. So what if you need to haul something particularly heavy? Can you increase your payload capacity? On the next page, we’ll find out. Knowing your vehicle’s payload capacity is great, but what if you wanted to carry even more? Is that possible? What if you see a truck you really want, but its payload capacity isn’t enough? Truck manufacturers almost always offer optional towing packages for their vehicles. What’s in these packages can vary from one company to the next, but they typically increase the performance of the tow vehicle and include extra tools for better towing. For instance, a truck with a towing package might come with a trailer wiring harness, a heavy-duty hitch and safety chains. The manufacturer might also install a bigger engine, stronger brakes and a better cooling system for overall increased performance. Remember, overloading a vehicle with too much payload is a dangerous situation, one that can harm you, your passengers and other drivers. If a police officer pulls you over and determines that your vehicle is overloaded, it’s possible that you may get a ticket for unsafely loading a vehicle -- something no one ever enjoys. Depending on the make and model year of your car or truck, you may be able to find your vehicle’s payload on the following chart. Calculating Payload Capacity. Truck Payload. Car Payload. SUV Payload. Can You Increase Payload Capacity? Larry W. Payload List. Browse by Make. The data provided by HSW is provided as is without guarantee of any kind, and HSW disclaims all conditions of any kind, expressed or implied, with respect to such data, including the implied fitness for a particular purpose. Acura Payload. Audi Payload. BMW Payload. Buick Payload. Cadillac Payload. Chevrolet Payload. Chrysler Payload. Dodge Payload. Ford Payload. GMC Payload. Honda Payload. Hyundai Payload. Infiniti Payload. Isuzu Payload. Jaguar Payload. Jeep Payload. Kia Payload. Land Rover Payload. Lexus Payload. Lincoln Payload. Mazda Payload. Mercedes-Benz Payload. Mercury Payload. MINI Payload. Mitsubishi Payload. Nissan Payload. Pontiac Payload. Porsche Payload. Saab Payload. Saturn Payload. Scion Payload. Subaru Payload. Suzuki Payload. Toyota Payload. Volkswagen Payload. Volvo
A vehicle’s zero to sixty times are often mentioned when you’re discussing a sports car, and if you’re talking about a sedan, you might even be familiar with numbers that describe how much interior space that model has to offer -- numbers that describe the interior volume or the front and rear seat leg room. These numbers -- along with many, many others -- are important to understand when you’re buying a car or truck. They clearly describe to you what you can expect to get for your money. Even though all of these costs, statistics, weights and measures are published, or somehow available to consumers, there are still a few numbers that cause some confusion among new car and truck buyers. Truthfully, most people don’t even know what some of these numbers really mean, or the consequences of ignoring them. One example is a vehicle’s gross combination weight rating , or GCWR. If you’re ever planning to tow a trailer with your vehicle -- whether it’s a car, truck or SUV -- you should be aware of your gross combination weight rating, so you should probably start by learning the definition of a GCWR. A vehicle’s GCWR is a specific weight determined by the manufacturer to be the maximum weight of a loaded tow vehicle and its attached loaded trailer. Similar to a vehicle’s gross vehicle weight rating, or GVWR , the gross combination weight rating is a specific maximum weight limit determined by the manufacturer. The major difference is that the GCWR takes into account two individual yet attached vehicles -- the tow vehicle and the trailer. However, the gross combination weight rating definition doesn’t really state how the weight rating is calculated. According to Ford Motor Company, the GCWR is calculated by adding the following weights together: The vehicle’s listed curb weight, allowable payload, driver and passenger weight and trailer weight [source: Ford Motor Company ]. It’s important to remember that the GCWR is not an actual measurement of the weight of a tow vehicle and a trailer, but rather the combined maximum weight limit that the manufacturer has set for the two vehicles once attached. The primary reason for setting a GCWR for any vehicle is safety. Overloading a tow vehicle or a trailer is dangerous enough. Overload both and you’ve really got a problem. Not only is a heavy load difficult to control on the road, but several other components could also be at risk. For example, the braking systems may overheat and fail, reducing or even eliminating the possibility of safely slowing or stopping your vehicle. The tires may not be able to handle the extra load, potentially causing a blow out situation. The engine and transmission in the tow vehicle may overheat due to the added strain, causing a mechanical failure. Components within the tow vehicle or trailer’s suspension system could bend or even break, causing you to lose control on the road. The truth is that a variety of problems could result from overloading. Again, you should never surpass your vehicle’s GCWR. If you’re going to tow a trailer, it’s a smart move to play it safe by learning your vehicle’s GCWR. Where can you find this information? Typically, it can be found on a label inside the vehicle’s door frame, near the area where the driver’s door latches. Another option is to search for the information on the Internet. Most manufacturers will publish this and other important vehicle information online. Depending on the make and model year of your car or truck, you may be able to find your vehicle’s gross combination weight rating, or GCWR, on the following chart. Disclaimer The data provided by HSW is provided as is without guarantee of any kind, and HSW disclaims all conditions of any kind, expressed or implied, with respect to such data, including the implied fitness for a particular purpose. To read more about vehicle weight, towing and other related topics, follow the links on the next page. GCWR List. Browse by Make. The data provided by HSW is provided as is without guarantee of any kind, and HSW disclaims all conditions of any kind, expressed or implied, with respect to such data, including the implied fitness for a particular purpose. Acura GCWR. Audi GCWR. Buick GCWR. Cadillac GCWR. Chevrolet GCWR. Chrysler GCWR. Dodge GCWR. Ford GCWR. Honda GCWR. Hyundai GCWR. Infiniti GCWR. isuzu GCWR. Jaguar GCWR. Jeep GCWR. Kia GCWR. Lexus GCWR. Lincoln GCWR. Mazda GCWR. Mercury GCWR. Mitsubishi GCWR. Nissan GCWR. Pontiac GCWR. Porsche GCWR. Saab GCWR. Saturn GCWR. Scion GCWR. Subaru GCWR. Suzuki GCWR. Toyota GCWR. Volkswagen GCWR. Volvo GCWR. Lots More Information. How do
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