

FRIGIKAR CORPORATION  
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Dallas, Texas

FRIGIKAR DESI

AIR UNIT FOR

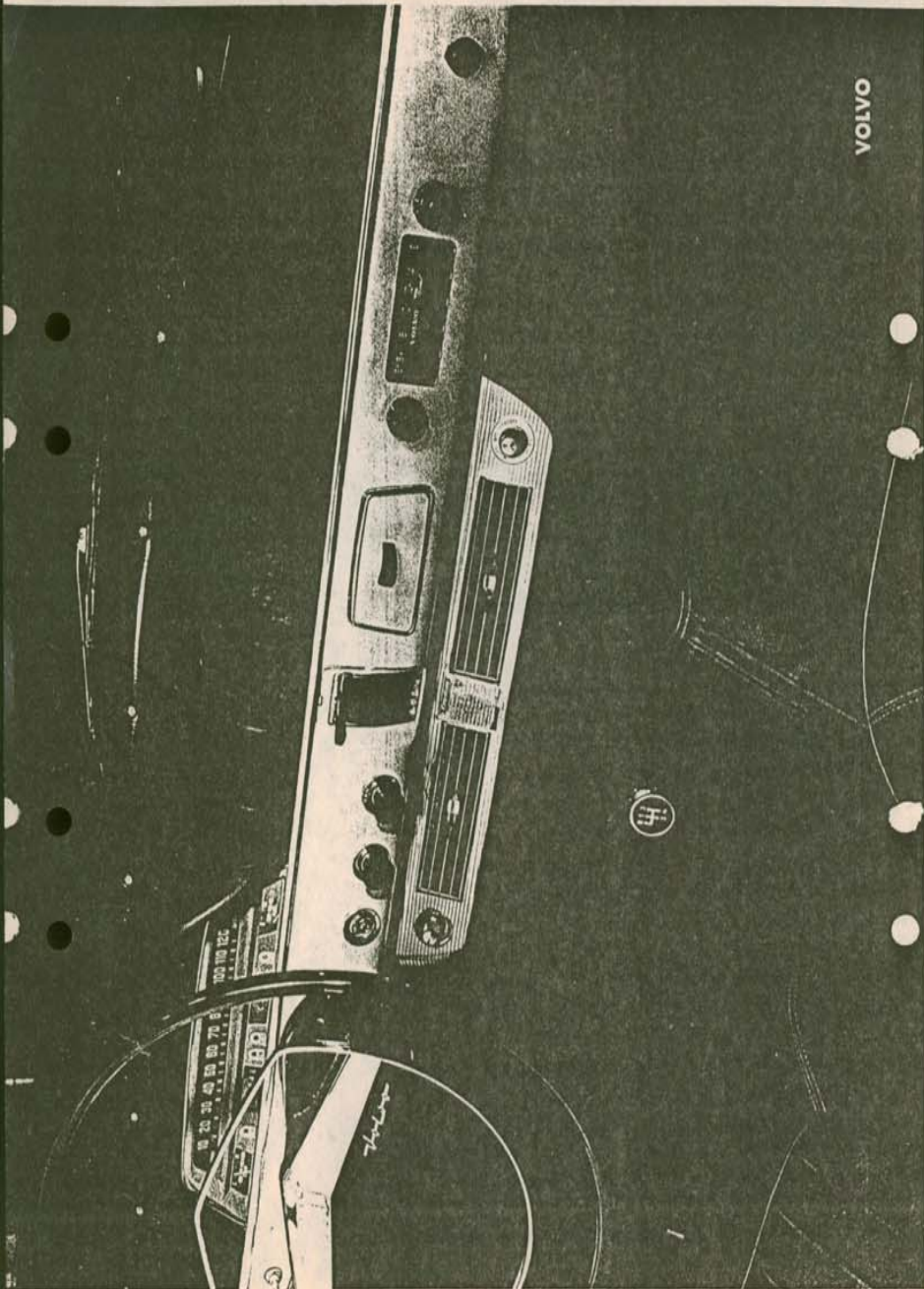
A slim, compact Frigiking unit created especially for new designs for American compact and Foreign cars. Called the F-500V, this custom-designed, styled thinline case, provides extra legroom in the under-dash models.

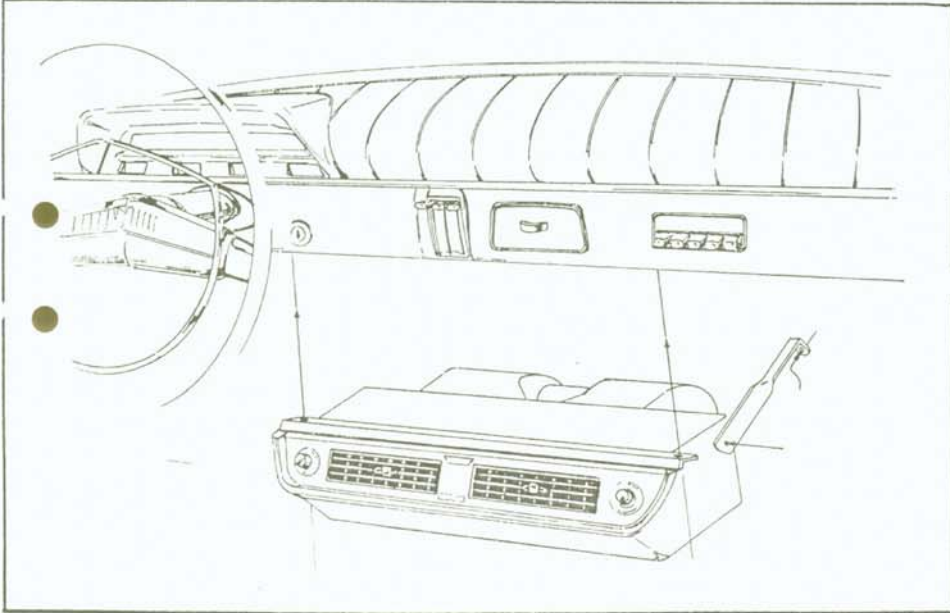
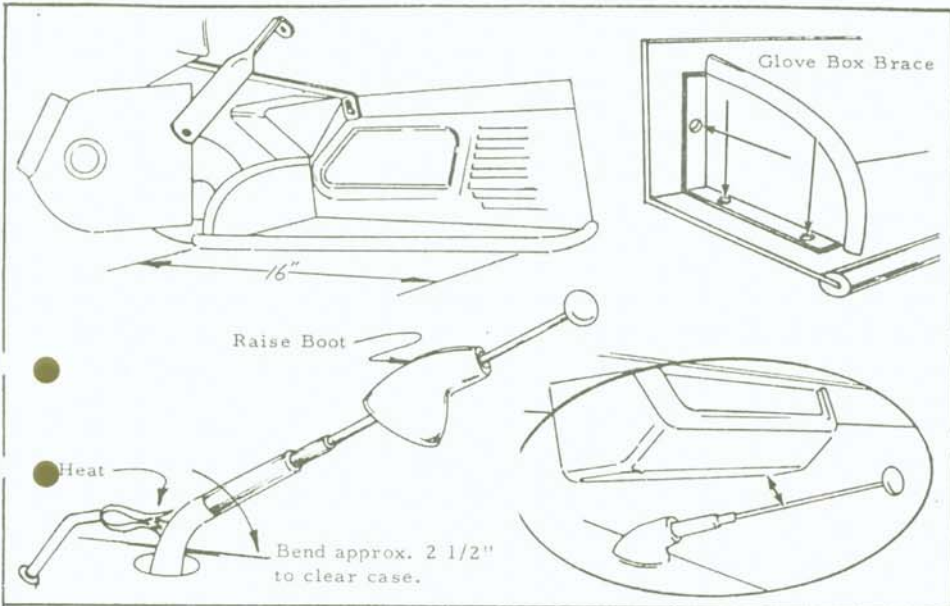
Featuring the same super-quick "whole car cooling" free-air flow coil design which permits great Thermo-statically controlled temperature permits the electric clutch disengages the compressor when the

The F-500V is engineered for appearance as well as smooth chrome trim to accentuate its sleek lines. It has a 3-year warranty, and can be installed and serviced at any Frigikar distributor in the coast-to-coast Frigiking sales network.

The F-500V can be installed in a very few hours, and at a low cost.

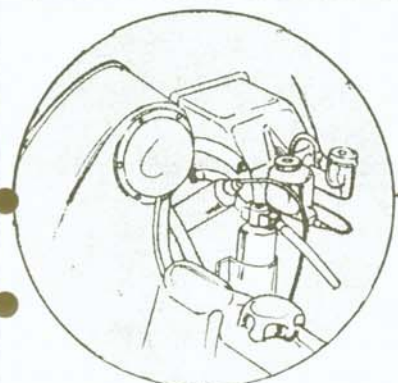
Pioneers in auto air conditioning, Frigikar Corporation's F-500 makes and models of American and Foreign cars have since become standard for all auto air conditioning. Volvo, Frigikar has models for the P-18 and Sport plan for complete lines of custom-designed units, Chevy II and Lark, according to Mr. Mitchell.



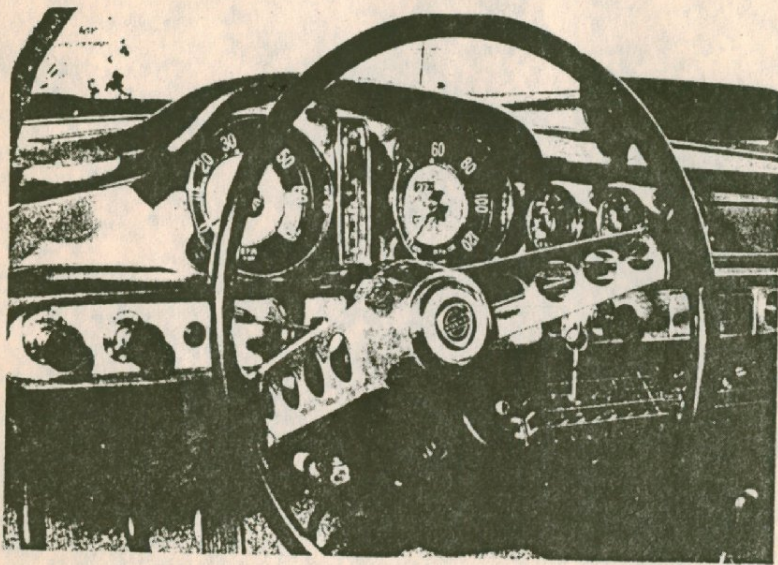
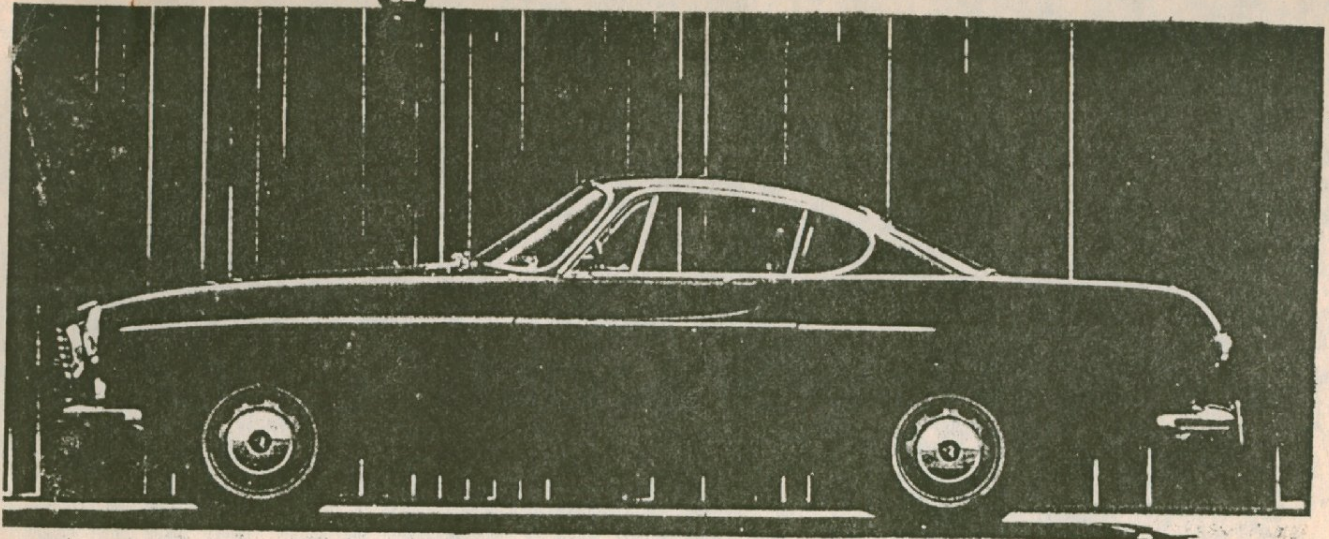


Receiver - Drier and Hose Routing

1. Place the receiver - drier and mark hole locations for mounting.
2. Remove the receiver - drier and mark 1/8 inch holes for mounting screws.
3. Secure the receiver - drier and reattach four (4) #10 x 5/8 sheet metal screws.
4. Cut two (2) 1 1/2 inch holes in the firewall.
5. Connect the proper hoses to the condenser, receiver - drier, and evaporator case.  
CAUTION: The receiver - drier inlet and outlet connections. Make sure that the hoses are connected to the inlet fitting. Do not touch the receiver - drier until all other connections are made.
6. Use hose clamps provided to secure hoses to any moving parts.
7. Use grommets supplied in kit for hose routing.



RECEIVER DRIER



*Despite its low roofline and high, slab sides, the Volvo still contrives to be one of the sleekest sports coupes on the market today.*

*Fully equipped. The Volvo has it all — air conditioning, tachometer, oil pressure and temperature gauges included.*

mesh on all gears. Reverse is hidden on this one and to engage it, the lever must be lifted up and moved over the first slot. The box is rubber mounted and will rattle noticeably when in use.

Overdrive is available on fourth gear and is engaged by the stalk on the right hand side of the steering column. It is easily operated just by tapping the lever and care must be taken when cornering not to accidentally engage it.

The seating in the 1800 is 7-way adjustable and the seats are the orthopedic type. The lumbar adjustment is excellent and relieves the

fatigue effect on a long trip. The seat travel is 9" which allows the tallest driver ample room. The controls are still well grouped but the same complaint can still be found with the foot rest beside the clutch. It is possible to catch the side of a large shoe on it and thereby be unable to fully depress the clutch. Most drivers would prefer to have it removed because of this.

Instrumentation is good and fully comprehensive and all the instruments are well recessed. The full shoulder harness has had the attachment point in the floor modified and each belt can be released by the flick

of a small red lever. A much easier operation than the previous 'cheese-cutter' unit. The rear jump seat is usable only by small children and should be looked upon as bonus luggage storage. The back of the seat folds down and there are two leather straps for securing luggage in place.

The brake system has gone over to the full safety system that was introduced on the 144 sedan series. The car uses discs on the front and drums on the rear. No matter how the brake line may be cut, the driver will always have two front wheels and one rear wheel brake in operation. The system

**ROAD TEST**