

FRIGIKAR CORPORATION
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FOR IMMEDIATE RELEASE

FRIGIKAR DESIGNS NEW

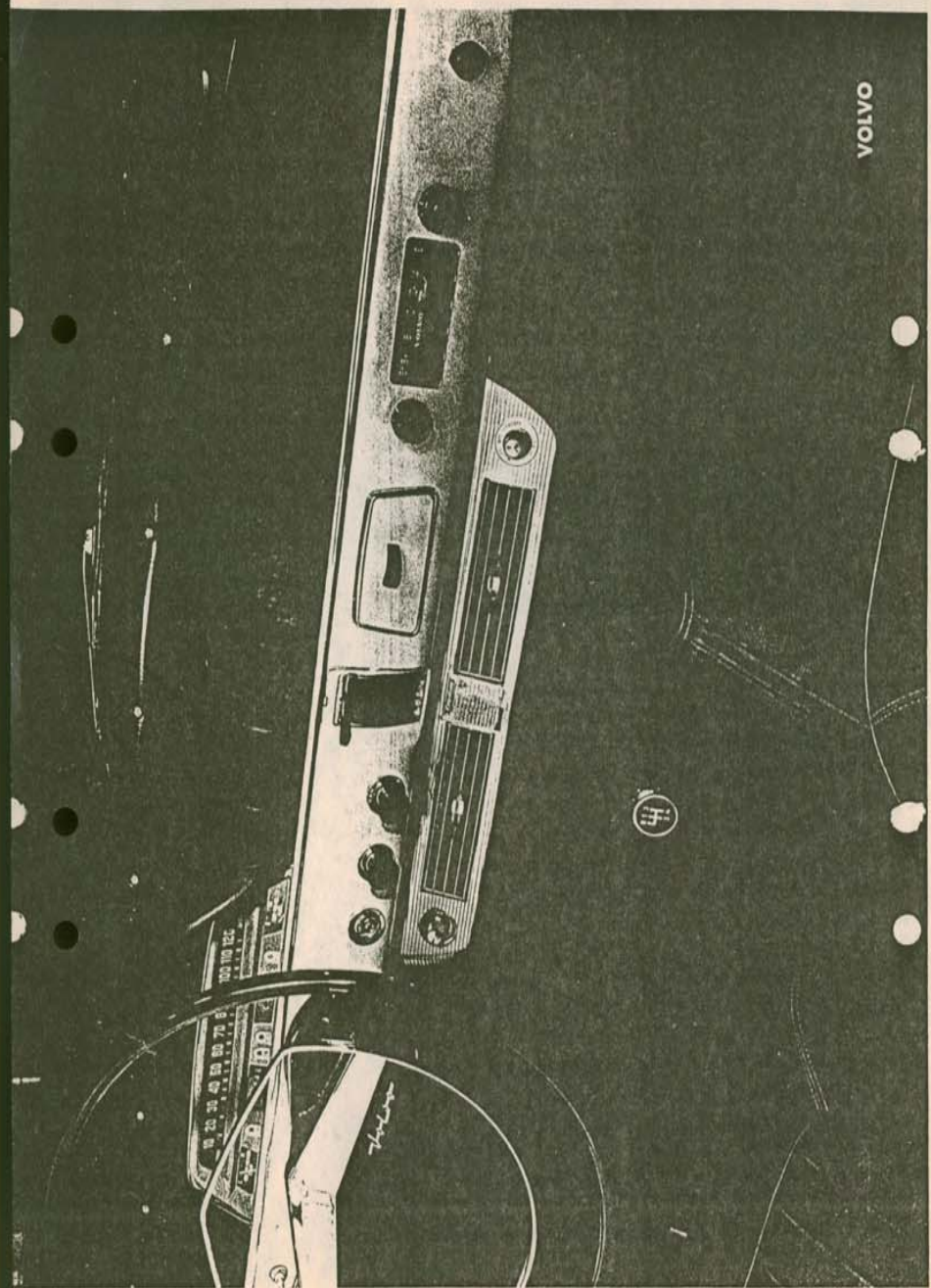
AIR UNIT FOR VOLVO

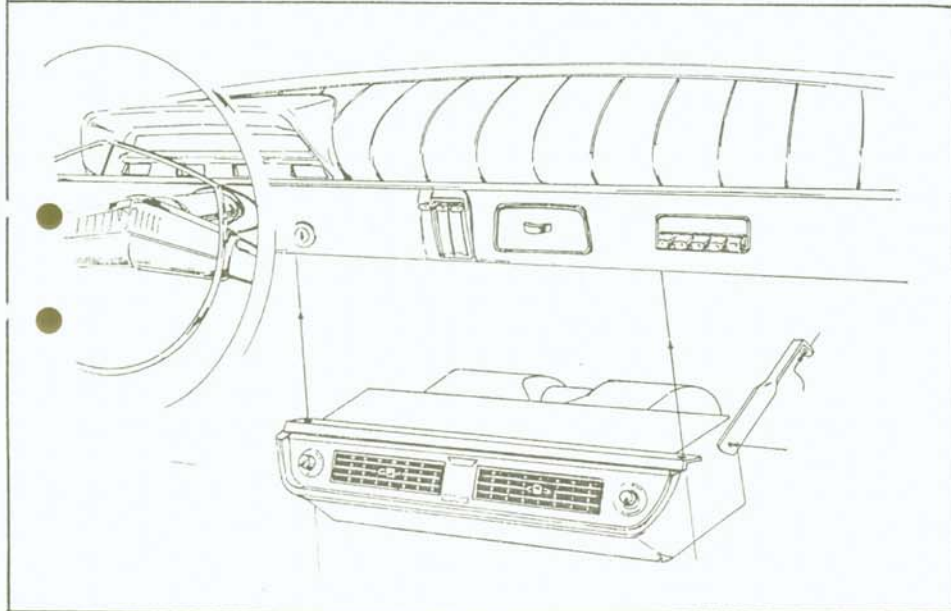
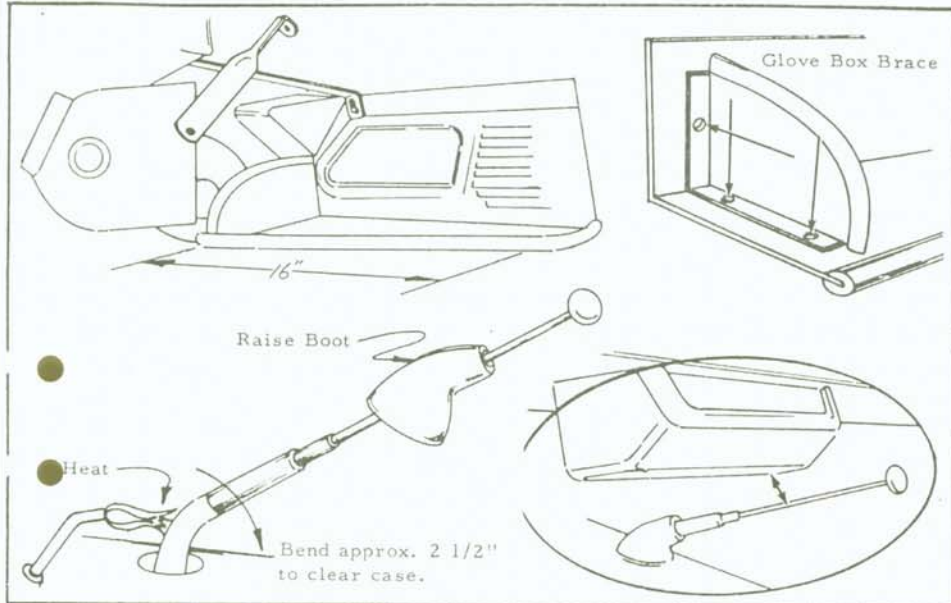
A slim, compact Frigiking unit created especially for Volvo automobiles, is the latest of many new designs for American compact and Foreign cars announced by Frigikar President, Bert J. Mitchell. Called the F-500V, this custom-designed auto air conditioner, with its handsomely styled thinline case, provides extra legroom in the front seat area not possible with conventional under-dash models.

Featuring the same super-quick "whole car cooling" of other Frigiking units, the F-500V has free-air flow coil design which permits greater air volume for immediate cooling. Thermostatically controlled temperature permits the greatest degree of passenger comfort. An electric clutch disengages the compressor when the desired temperature is reached.

The F-500V is engineered for appearance as well as performance, with its built-in look, and smooth chrome trim to accentuate its sleek lines. It carries the standard 2-year or 24,000-mile warranty, and can be installed and serviced at any of the 4,000 authorized dealers and distributors in the coast-to-coast Frigiking sales network. Like other Frigiking models, the F-500V can be installed in a very few hours, and in many cases transferred to a new car at low cost.

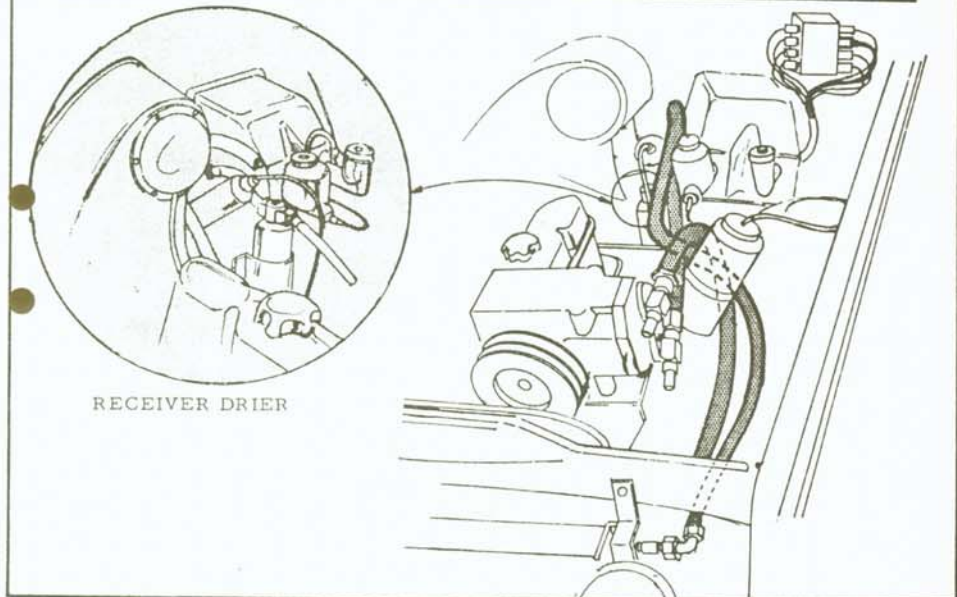
Pioneers in auto air conditioning, Frigikar Corporation has developed Frigiking units for over 500 makes and models of American and Foreign cars, initiating many advances which have since become standard for all auto air conditioning. In addition to F-500V for the standard Volvo, Frigikar has models for the P-18 and Sports Coupe. The new series is part of Frigikar's plan for complete lines of custom-designed units, which includes Plymouth Valiant, Dodge Dart, Chevy II and Lark, according to Mr. Mitchell.

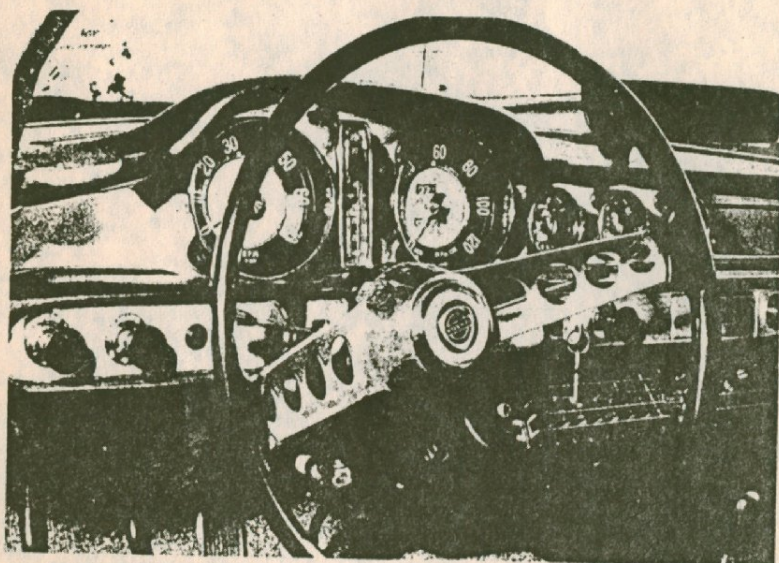
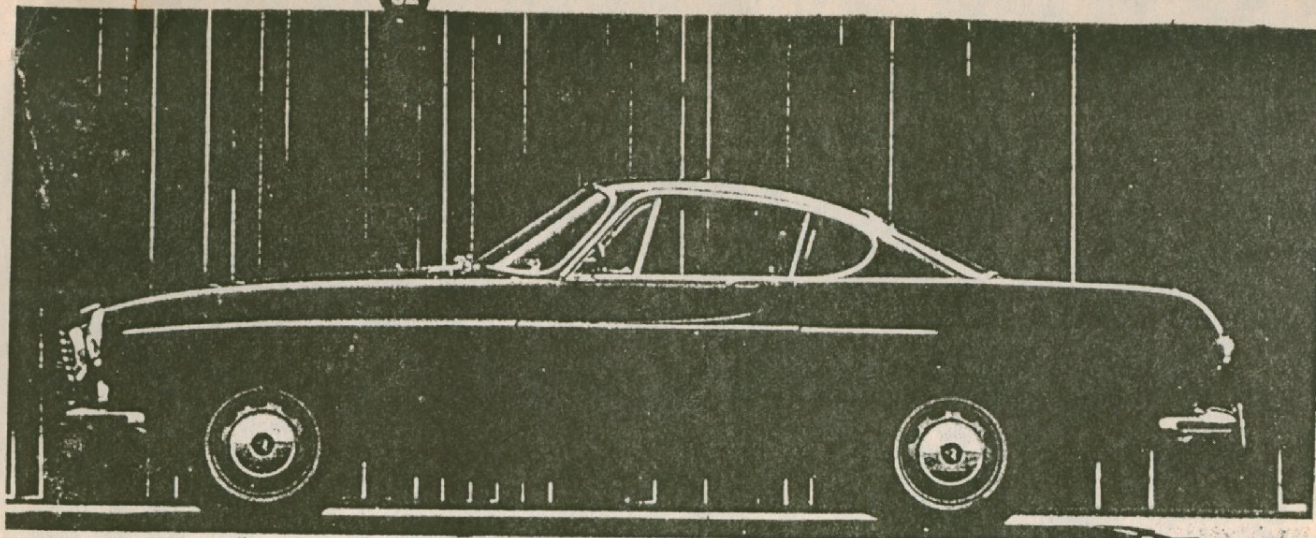




Receiver - Drier and Hose Routing

1. Place the receiver - drier and mounting bracket in position for mounting and mark hole locations for mounting screws.
2. Remove the receiver - drier and mounting bracket and drill four (4) 1/8 inch holes for mounting screws.
3. Secure the receiver - drier and receiver - drier bracket in place with four (4) #10 x 5/8 sheet metal screws.
4. Cut two (2) 1 1/2 inch holes in fire wall as shown on the drawing.
5. Connect the proper hoses to the compressor, condenser, receiver - drier, and evaporator case.
CAUTION: The receiver - drier is marked as to which is the inlet and outlet connections. Make sure that the 3/8 hose from the condenser is connected to the inlet fitting. Do not remove the protective plugs from the receiver - drier until all other hose connections have been made.
6. Use hose clamps provided to secure hoses away from the engine and any moving parts.
7. Use grommets supplied in kit for holes cut in the fire wall.





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 foot 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 locked upon as bonus hip pads. 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