Service Bulletin

Bulletin No. 2015-10

Circulate to: ☐ Sales Manager ☐ Accounting ☑ Service Manager ☑ Technician ☑ Parts Manager

Paint Code and Painting Procedure Update

Models Affected

All Mercury Outboards

Scope

Worldwide

Situation

The PPG paint codes for Phantom Black and Verado Silver listed in the outboard service manuals are not current. New paint codes are available for Verado White. Additionally, painting procedures have been updated.

Correction

Use the new paint codes and painting procedures identified herein.

Phantom Black

The current PPG paint code for Phantom Black topcoat is PPG MTK9300.

Verado White

There are two new paint codes for Verado white. These are not listed in the service manuals. They are:

Warm Fusion White	Delfleet® 938661
Cold Fusion White	Delfleet® 938662

Touch up paint is available in spray cans from Mercury Precision parts. Follow the instructions on the can label.

Paint Color	Part Number (12 oz Spray Can)
Warm Fusion White	8M0094987
Cold Fusion White	8M0094988

Each white engine component has an identification label affixed to the inside surface, with the color identified.

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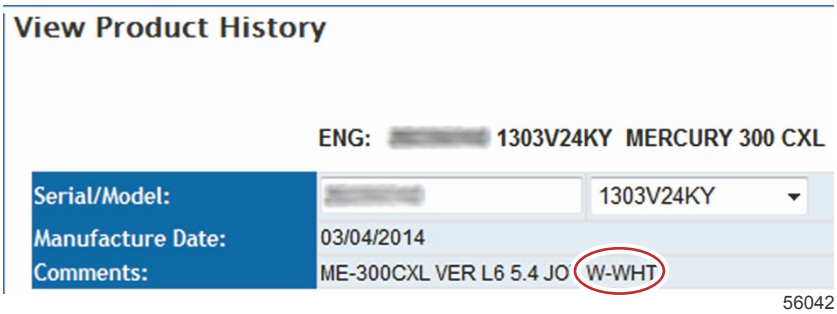
If the ID label is not there, the color can be identified by entering the engine serial number in the Product History function of MercNET, as shown below.



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W-WHT = Warm Fusion White

C-WHT = Cold Fusion White

Verado Silver Spray Can (Torque Master II)

A new formulation has been developed for the Verado Silver spray cans for touch up applications. The part number for the new formula remains the same as before: 802878020. Short of testing the paint on the product, the only way to distinguish the new formula from the old is to compare the labels on the spray cans, as shown below.

58280

a - Label for old formula Verado Silver spray paint
b - Label for new formula Verado Silver spray paint

Verado Silver Paint Code (Torque Master II)

The PPG paint code listed in the service manual for Verado Silver will not match the paint originally applied to the gearcase, due to the metal flake properties of the paint. Instead, mix a silver paint formulation for Verado and Torque Master II gearcases using the PPG Omni™ AU (MTK) Prime system.

The mixing instructions per one quart of MTK are presented in the following table.

SKU	Description	Cumulative (part)	Incremental (part)
M127	Medium Bright Aluminum	537.8	537.8
MX195	Accelerator	557.0	19.2
M148	Flatting	586.1	29.1
M118	Black	588.9	2.75
M123	Blue	591.2	2.3
M149	Clear	925.3	334.1
DX685	Flattening Agent	1044	118.7

Mix the above material 4:1:1/2 (MTK/MH167/MR reducer).

Painting Procedure Using Verado Silver Paint Code

⚠ WARNING

Some cleaners and solvents are flammable. Improper use can result in serious injury or death from fire or explosion. Do not use flammable cleaners on energized equipment, use in a well-ventilated area, and keep away from open flames or sources of ignition.

⚠ WARNING

Continuous exposure to airborne particles such as chemical vapors, dust, or spray can cause serious injury or death. Ensure that the work area is properly ventilated and wear protective eyeware, clothing, and respirators.

NOTE: *The OEM coating system consists of a chromate treatment (clear/gold finish), a black E-coat primer, a gray primer, and the silver topcoat.*

Please follow these steps to maintain corrosion protection.

1. Scuff paint to approximately 2.5 cm (1.0 in.) outside of the damaged area with maroon Scotch-Brite™ pads to aid paint adhesion.
2. If there is any exposed aluminum, treat it as described in steps 4 through 7 of **Gearcase and Lower Housing Refinishing**.
3. If the damage penetrates to the black E-coat only, with no bare aluminum showing, prime the affected area with PPG Omni™ MP170 to within approximately 1.3 cm (0.5 in.) of the edge of the scuffed area.
4. Topcoat with the above formula to approximately 1.3 cm (0.5 in.) beyond the scuffed area, using a light dry coat and feathering technique. A minimum of two coats is to be expected.

   NOTE: *The following examples show the results of repainting a skeg with a single heavy wet coat versus two light dry coats.*

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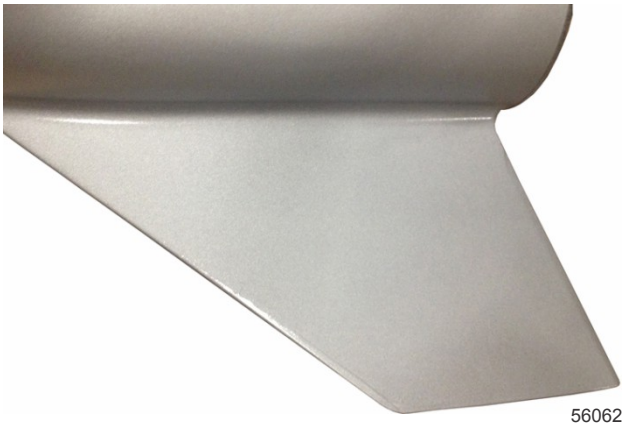
Single heavy wet coat



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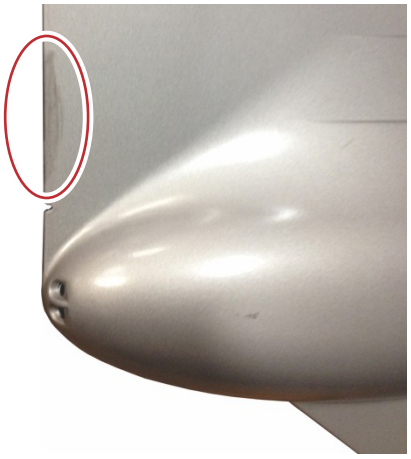
Two light dry coats

NOTE: *The silver paint will appear shiny upon application, but will dry to a flatter tone. Refer to the following example.*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Damage to leading edge


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Paint appears shiny immediately after touch up


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Paint appears flat after 20 minutes of drying time

Gearcase and Lower Housing Refinishing

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⚠ WARNING

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1. Clean the component to remove all oils, wax, grease, salts, and other marine build-up with an appropriate marine cleaner. Wipe the part with a solvent type wax remover, grease remover, or naphtha.
2. If this is a spot repair:
   a. Sand the affected area with 180 or 220 grit to remove blisters and coarse pitting, if present.
   b. Finish and feather into the surrounding paint with 320 grit either by hand or using dual-action (DA) equipment. The original primer should not be sanded through, if it can be avoided.
   c. Scuff the entire component with a medium (maroon) Scotch-Brite™ pad by hand.
3. If refinishing the entire component:
   - Media blasting using either a plastic type or soda type media is allowable, provided proper precautions are taken to prevent grit from entering any mechanisms.
   - Complete disassembly and masking prior to media blasting is suggested, with glass media being acceptable in this case.
4. Treat areas of bare aluminum with Alumiprep® 33, PPG DX-533, or Metalprep 79. Rinse the area with clean water and blow dry with clean compressed air.
5. When they are dry, treat the bare aluminum areas with Alodine® 1201™ or PPG DX-503. Rinse again with clean water and blow dry with clean compressed air. Masking, if needed, is to be done after this final rinse process, paying special attention to the masking of anode and ground contact areas.
6. Complete a final wipe with a wax and grease remover or naphtha. Lightly remove dust with a tack rag.
7. Prime the bare aluminum areas with Stits EP-420 (green) epoxy primer, mixed with Stits EP-430 catalyst and Stits E-500 reducer, per the manufacturer's mixing and application directions. PTI PT-573 or Randolph Rand-O-Plate are acceptable substitutes. Apply two medium wet coats, allowing 20 minutes between. If the topcoat color is Verado Silver, PPG Omni™ MP170 gray epoxy should be applied as a second (intermediate) primer for color match and scratch hiding on gearcases.

8. After it has cured for 24 hours, the primer may be scuffed lightly with a medium (maroon) Scotch-Brite™ pad to feather the edge of the spray into surrounding paint and to promote adhesion. Do not penetrate the primer. Wait no more than four days before topcoating.
9. Topcoat with Stits Aerothane color code 215 for Mercury Phantom Black. Use Stits Catalyst U-865 and UE-820 Urethane Reducer per manufacturer's mixing and application directions. PPG Omni™ MTK9300 is an acceptable substitute. Apply two medium wet coats, allowing 15 minutes between. Allow to cure for 24 hours before handling.

   NOTE: *Other PPG topcoat colors are: DU34334 Mariner Silver, DU35466 Force Charcoal, and DU33414M Sea Ray White. Use PPG DU5 catalyst and reduce per manufacturer's current technical information.*

Cowl Refinishing

⚠ WARNING

Some cleaners and solvents are flammable. Improper use can result in serious injury or death from fire or explosion. Do not use flammable cleaners on energized equipment, use in a well-ventilated area, and keep away from open flames or sources of ignition.

⚠ WARNING

Continuous exposure to airborne particles such as chemical vapors, dust, or spray can cause serious injury or death. Ensure that the work area is properly ventilated and wear protective eyeware, clothing, and respirators.

1. Wash and degrease the cowl with a water-based cleaning solution. Simple Green® Aircraft & Precision Cleaner or Stewart Systems EkoClean are suggested at a 10:1 mix ratio with clean water. Rinse with clean water.
2. Use an orbital dual-action (DA) sander at low speed with an 80–100 grit disc to sand around any damaged areas. Low speed is used to prevent melting of the cowl substrate and causing adhesion issues. Wipe with the same cleaner used to wash the cowl, followed by a clean water wipe. Blow dry with compressed air.
3. Apply two light coats of Klean-Strip® Bulldog® Adhesion Promoter to areas that were sanded to the base cowl material. Omni™ MP178 Plastic Primer or equivalent is a suitable alternative.
4. Repair dings and scratches with Evercoat Poly-Flex™ following manufacturer instructions. An equivalent filler designed for flexible automotive components may be substituted. Sand to contour with a 180 grit disc, using an orbital DA sander, and finish with a 320 grit disc to feather into the surrounding paint. If the entire cowl is to be refinished, scuff all surfaces with either 320 grit or a maroon Scotch-Brite™ pad, feathering in all minor chips and scratches.
5. Wipe down the cowl with the same cleaner used to wash and degrease the cowl, followed by a water wipe. Blow dry with clean compressed air.
6. Prime all areas to be painted with Omni™ MP281 or MP282, mixing and using per manufacturer instructions. For top quality cowl work, complete refinishing is suggested in place of spot repairs. If the topcoat color is white, PPG Omni™ MP170 gray epoxy should be applied as a second (intermediate) primer for color match and scratch hiding on cowls.
7. Lightly sand the primer with 320 grit using an orbital DA sander or by hand to a uniform surface. Wipe down and blow dry as in previous steps. If there are no imperfections, a maroon Scotch-Brite™ pad may be used instead.
8. Base coat with either Omni™ MBC9300 (Phantom Black), Delfleet® 938661 (Warm Fusion White), Delfleet® 938662 (Cold Fusion White), PPG DU34334 (Mariner Silver), PPG DU35466 (Force Charcoal) using the manufacturer's mixing and use guideline.
9. Topcoat with PPG Omni™ MC161 clear or equivalent, using the manufacturer's mixing and use guidelines. Use two full wet coats of a high quality clear coat for long term durability.
10. If a top quality finish is required, or if errors in the clear coat need to be corrected, cut and buff the clear coat using a reputable automotive-type system, appropriate for the clear coat material.
11. Follow paint manufacturer's guidelines for cure times before machine finishing, waxing, or applying decals.