

PROPELLERS, OUTDRIVES AND STERNGEAR	
1	Clean thoroughly and abrade surface with 80 grade sand paper.
2	Etch prime and/or prime the surface (as recommended in the specification table on page 33).
3	Apply suitable antifouling (refer to our product selection table on pages 24–25).
KEEL SYSTEMS	
	SURFACE PREPARATION Remove any poor condition, flaking coating to ensure the substrate is sound. Rub the surface down with wet and dry paper. Leave to dry thoroughly before inspecting condition on the substrate again.
	IRON AND STEEL GRIT BLAST TO SA 2.5. Heavy duty discing can also be used, but this is unsuitable for high performance systems, where all the paint should be removed.
	LEAD Remove the tarnished oxide layer by rubbing down with an emery cloth or by powered wire brushing. Remove grease and contamination by washing with Super Cleaner. Prime with a single coat of Etch Primer, followed by specified other primer(s).
	CAST IRON Angle grind, until metal is bright. Prime with Primocon®.

REFER TO THE HANDY SPECS ON PAGES 28–30
FOR OUR FULL ANTIFOULING SCHEMES



HINTS TO HELP YOU ACHIEVE A PERFECT RESULT EVERY TIME

- ✓ Good preparation and priming is essential to ensure that the antifouling adheres to the surface for the duration of the product life.
- ✓ All antifouling change colour when they are immersed. Don't be surprised if when you finish the job, the colour differs slightly from the colour chart. The true colour will develop 3 or 4 weeks after immersion.
- ✓ Along the water line antifouling can look dirty or even turn green. This is due to the reaction of the paint with oxygen. To avoid this problem use Trilux along the waterline and clean periodically to prevent fouling build-up.
- ✓ Boot-topping antifouling should not be applied over a topside finish.
- ✓ Propellers, outboards and sterndrives are either constructed of aluminium or bronze. There are no reaction problems in using copper containing products on bronze. For more information see page 33.
- ✓ Care should be taken not to paint zinc anodes, which are often located next to the prop shafts, as this will seriously reduce their effectiveness.
- ✓ When painting your outdrives, underwater metals and keels, the longevity of any antifouling is difficult to predict, as the coating adhesion is an issue, particularly on propellers.