merCruiser
STERN DRIVES & INBOARDS

service bulletin

TO: SERVICE MANAGER ☐ TECHNICIANS ☐
PARTS MANAGER ☐

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Paint Blistering on Oyster White Stern Drives and Transom Assemblies

MerCruiser has received a few reports of paint blistering on the drive unit and Transom Assemblies of oyster white units.

When the paint blistering problem occurs, it results in paint lifting on the surface of the Gear Housing, Drive Shaft Housing and Transom Assembly. It could affect one or all three assemblies.

The paint blistering is a cosmetic problem only. It occurs on oyster white Stern Drives and Transom Assemblies only. The cause of the paint blistering has, so far, been difficult to determine; however, we have been able to conclude that it occurs only on units moored in fresh water and only in certain areas. This has been determined by the complaints received from dealers, customers and our own studies. The problem has not occurred in salt water environments. Do not confuse Galvanic Corrosion with paint blistering. Corrosion has not occurred on these units.

To repaint the unit it must be scuff sanded and refinished following the painting instructions in this service bulletin.

If the specified paint and refinishing instructions are not followed, the quality of the refinish may be questionable. The dealer can do the refinishing if he has the facilities and the sanding and painting equipment to do the proper refinishing of the Drive Unit and outer Transom Assembly. If the dealer doesn't have the facilities and equipment, he can have a local auto body shop or other refinisher do the job for him. The dealer must submit to the Regional Service Center, a warranty claim along with the original invoice from the refinisher performing the job. If the dealer does the refinishing, he will complete a warranty claim and submit it to the Regional Service Center. Mercury Marine will credit the dealer for the amount of the materials plus $250.00 for cleaning, scuff sanding and refinishing of the assemblies.

Procedure:

1. Wash Drive Unit and Transom Assembly with a muriatic acid base cleaner to remove any type of marine growth, and rinse with water.
2. Wash Drive Unit and Transom Assembly with soap and water, then rinse.
3. Sand blistered area with 220 grit sandpaper to remove paint blisters only.
4. Again sand the affected area with 400 grit or finer sandpaper. Feather edge all broken paint edges.
5. Clean Drive Unit and Transom Assembly thoroughly with (DX-330) wax and grease remover.
6. Spot repair surfaces where bare metal is exposed with (DX-503) alodine treatment.
7. Mix epoxy chromate primer (DP-40) with equal part catalyst (DP-401) per manufacturers instructions, allowing proper induction period for permeation of the epoxy primer and catalyst.
8. Allow a minimum of one hour drying time and no more than one week before top coating assemblies.
9. Top coat consists of (DAR-90787) Delstar Enamel-Oyster White or (DAR-9300) Delstar Enamel-Black or (DAR-9000) Delstar Enamel Black mixed with (DXR-80) Catalyst and (DTR-602) Enamel Reducer. It is a good enamel system which provides fast drying, durability, high resistance to corrosion and good color and gloss retention.
10. The type of spray gun used will determine the proper reduction ratio of the paint.

NOTE: *Do not paint sacrificial zinc trim tab, zinc anode or mercathode assembly. Also precautions must be taken to protect all oil seals and the universal joint assembly if the drive unit is removed from the boat.*

IMPORTANT: Do not use any type of aerosol spray paints as the paint will not properly adhere to the surface nor will the coating be sufficiently thick to resist future painting blistering.

11. Cut out a cardboard "plug" for trim tab pocket to keep paint off of mating surface to maintain good continuity circuitry between Trim tab and Drive unit, also either remove or mask zinc anode or mercathode assembly.

Refinishing Procedures

The following procedure should be used in refinishing drives and outer transom plates. This procedure will provide the most durable paint system available in the field. The materials recommended are of high quality and approximate marine requirements. The following procedure will provide a repaint job that compares with a properly applied factory paint finish. It is recommended that the listed materials be purchased from a local Ditzler automotive Finish Supply Outlet. The minimum package quantity of each material shown following, is sufficient to refinish several drives and outer transom assemblies.

Ditzler Automotive Finish

1 Qt.	DX-330	Wax and Grease Remover
1 Qt.	DX-503	Alodine Conversion Coating
1 Qt.	DP-40	Non-Sanding Epoxy Chromate Primer
1 Qt.	DP-401	Catalyst for DP-40 Primer
1 Qt.	DAR-90787	Delstar Enamel Top Coat (Oyster White)
	or	
1 Qt.	DAR-9300	Delstar Enamel Top Coat (Black)
	or	
1 Qt.	DAR-9000	Delstar Enamel Top Coat (Black)
1 Pt.	DXR-80	Catalyst for (DAR-9300/DAR-9000)
1 Qt.	DTR-602	Enamel Reducer (70–95°F)
	DTR-601	Temperature (Cool Shop)