

ALUMASPRAY PLUS

- Aerosol antifouling for use on aluminum outdrives and outboards without a barrier coat
- Contains no copper compounds - will not cause galvanic corrosion
- Advanced self-cleaning formula offers superior slime resistance
- May be hauled & re-launched without recoating
- Excellent for all underwater metal surfaces



AEROSOL ANTIFOULING PAINT FOR ALUMINUM

Alumaspray Plus is an aerosol antifouling paint specifically designed for use on aluminum outdrives and outboard motors without the need for a barrier coat.

Alumaspray Plus contains no TBT or copper compounds and will not cause galvanic corrosion. Its self-cleaning, copolymer finish washes away at a controlled rate when in contact with water. This process constantly exposes fresh biocides and eliminates paint build up. Alumaspray Plus' offers superior resistance to all types of fouling in both fresh and salt water. It may be hauled & re-launched without recoating.



GRAY
1763



BLACK
1863

Note: Color differences may occur between actual color chips shown.

TECHNICAL INFORMATION

VEHICLE TYPE: Modified Epoxy/Rosin
FINISH: Eggshell
COMPONENTS: 1
CURING MECHANISM: Solvent Release
SOLIDS BY WEIGHT: 84%
COVERAGE: 15ft²/spray can for 1 coat
VOC: 650 grams/liter (5.4 lbs/gal)
(75% maximum VOC)
ACTIVE INGREDIENT: Zinc Pyrithione ...1.43%
FLASH POINT: 0°F (SETA)
APPLICATION METHOD: Aerosol Spray Can
NUMBER OF COATS: 2

DRY FILM THICKNESS PER COAT: 2 mils
APPLICATION TEMP: 40°F Min / 90°F Max
THINNER: 120 Brushing Thinner
DRY TIME: Minimum time in hours

TO RECOAT TO LAUNCH

90°F	3	8
70°F	6	16
40°F	12	24

The above dry times are minimums. Alumaspray Plus may be recoated after the minimum time shown. There is no maximum dry time before launching.

ASSOCIATED PRODUCTS: 120 Brushing Thinner, 92 Bio-Blue Hull Surface Prep, 95 Fiberglass Dewaxer, 4700/4701 High Build Epoxy Primer, 6627 Tie-Coat Primer, 6980 Rustlok Steel Primer

Alumaspray Plus is a copolymer antifouling paint. Shake the can of paint for one to two minutes after the mixing ball begins to rattle. Hold can 10-12 inches from surface. Depress nozzle and spray with smooth, even strokes. Shake often during use.

When done spraying, clean valve by spraying upside down for 2-3 seconds until no more paint comes out. If valve clogs, carefully remove spray tip and clean in thinner. Do not stick pins or sharp objects into can or valve.

Adhere to all application instructions, precautions, conditions and limitations to obtain optimum performance. Refer to individual labels and tech sheets for detailed instructions when using associated products, etc.

COATING PERFORMANCE, IN GENERAL, IS PROPORTIONAL TO THE DEGREE OF SURFACE PREPARATION. FOLLOW ALL RECOMMENDATIONS VERY CAREFULLY, AVOIDING ANY SHORTCUTS.



NEW OUTDRIVE UNIT: Lightly sand the factory paint with 80 grit sandpaper to dull the surface, clean with Pettit 120 Brushing Thinner and apply two coats of Alumaspray Plus Aerosol A/F allowing a minimum of 6 hours @ 70°F or 12 hours @ 50°F drying time between coats. **Use an entire can per outdrive.**

OUTDRIVES PREVIOUSLY PAINTED WITH TBT ANTIFOULING PAINT: Lightly sand the old antifouling paint clean with Pettit 120 Brushing Thinner, apply one coat of 6627 Tie-Coat Primer and allow to dry at least 4 hours. Then apply two coats of Alumaspray Plus allowing six hours between coats. If the old paint has been chipped to bare metal, it must be primed. Smaller areas, less than one square inch, may be spot primed.

BARE ALUMINUM OUTDRIVES AND OUTBOARDS: The metal surface should be properly sandblasted or cleaned to bright metal. Apply two coats of Pettit AlumaProtect Epoxy Primer 4400/4401 to properly sandblasted aluminum surfaces, followed by two coats of Pettit Protect High Build Epoxy Primer 4700/4701 and finish with two coats of Alumaspray Plus Aerosol Antifouling Paint.

OUTDRIVES PREVIOUSLY PAINTED WITH NON-TBT ANTIFOULING PAINT: Lightly sand the old antifouling paint, clean with Pettit 120 Brushing Thinner and apply two coats of Alumaspray Plus allowing six hours between coats. If the old paint has been chipped to bare metal, it must be primed. Smaller areas, less than one square inch, may be spot primed.

MAINTENANCE: No antifouling paint can be effective under all conditions of exposure. Man-made pollution and natural occurrences can adversely affect antifouling paint performance. Extreme hot and cold-water temperatures; silt, dirt, oil, brackish water and even electrolysis can ruin an antifouling paint. Therefore, we strongly suggest that the bottom of the boat be checked regularly to make sure it is clean and that no growth is occurring. Lightly clean the bottom with a sponge or cloth to remove anything from the antifouling paint surface. Cleaning is particularly important with boats that are idle for extended period of time.