



Winter 2012-2013

Flat Rate Services

Anodes - change every 3 seasons

Alpha One, pre-1983	\$220
Alpha One, 1983 - 1989	\$200
Alpha One, 1990 - present	\$230
Bravo One Drive	\$225
Bravo Two Drive	\$215
Bravo Three 1995-2002	\$215
Bravo Three, 2003 - present	\$215

Why this maintenance is important

Because they are self-sacrificing, anodes need to be maintained in order to stave off corrosion on your lower unit/stern drive. As a guide, Len's Cove recommends changing your anodes every three (3) years or when more than 25% of the original material has dissolved, whichever comes first.

Tune Up - perform every 3 seasons

Two stroke outboard	\$251
Optimax two-stroke outboard	\$335
Four stroke outboard, 30-115hp	\$189
3.0L Mercruiser/Volvo, 1963-1990	\$275
3.0L Mercruiser/Volvo, 1991 to present	\$242
4.3L Mercruiser/Volvo, Thunderbolt ignition	\$285
4.3L Mercruiser/Volvo, conventional ignition	\$335
4.3L Mercruiser/Volvo, MPI	\$455
V-8 engines, conventional ignition	\$362
V-8 engines, Thunderbolt ignition	\$330
V-8 engines, MPI	\$530

Why this maintenance is important

Your engine relies on many systems to function efficiently. The electrical and ignition components are no exception! The spark plugs are the real workhorse of your engine and should be changed at the manufacturer's recommended interval. Other items included in a tune up may include distributor cap, rotor, fuel filter, points and condensor. A properly tuned fuel and ignition system will allow your marine engine to perform up to its potential and will supply you with a better performing, more reliable and efficient running marine engine that will be a whole lot more enjoyable to use. A properly tuned engine can also help lower fuel consumption.

Impellers - change every 3 seasons

Outboard engines	\$280
Alpha One, pre-1991	\$330
Alpha One, 1991 to present	\$330
Bravo 1,2,3 - pre year 2000	\$380
Bravo 1,2,3 - 2001 & later	\$333
Mercruiser/Crusader inboard	\$325

Why this maintenance is important

Since marine engines "breathe" water, they use water pump impellers to supply water in order to transfer heat and keep the engine running within its specified operating temperature. Over time, the vanes on the impeller can "set", or seize up in a crimped position such they are less effective at pumping water. If unmaintained, pieces on the vanes can chip off, further reducing the pump's effectiveness. Changing your water pump impeller(s) is an important way to minimize engine overheating and even engine seizure.

Belts - change every 5 seasons

Serpentine belt replace	\$220
V-belt replacement	\$205

Why this maintenance is important

The drive belt connects some of the engine's main systems, namely the alternator (for battery charging), power steering (if equipped), and the sea water pump (for cooling the engine). A drive belt can loosen, fray or even snap while running, due to a number of different factors. If there is drive belt failure, you are likely to notice a loss of power steering, overheating and the battery will not recharge. The first two items can be pretty serious in the short term! Changing the drive belt(s) at the manufacturer's recommended interval is a sure way to avoid running issues and, ultimately, engine damage.



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High tension wires - change every 9 seasons

3.0L, conventional ignition, 1963-1990	\$115
3.0L, EST ignition, 1991-present	\$125
4.3L, conventional ignition, 1963-1984	\$160
4.3L, Thunderbolt ignition, 1985-present	\$125
4.3L, MPI, 2002-present	\$205
V-8, conventional ignition, 1963-1984	\$165
V-8, Thunderbolt ignition, 1984-present	\$130
V-8, MPI, 2001-present	\$205

Why this maintenance is important

Your engine relies on many systems to function efficiently. The electrical and ignition components are no exception! The spark plug leads help to distribute electricity and produce spark. Over time, spark plug wires and their ends (called 'boots') can crack, which can rob power that your engine needs. Symptoms of cracked/split wires include hard starting, engine down on power, stalling, and engine misfiring/backfiring. This can be very inconvenient in mid-summer with a boat full of guests! Replacing these items as per the manufacturer's recommendation is an important way to keep your engine running in peak condition.

Transom Re-Seal - perform every 10 seasons

Alpha One Drive, 1977-90	\$1,050
Alpha One Drive, 1991-present	\$1,045
Bravo One/Two/Three Drive	\$1,200

Why this maintenance is important

On stern drive engines, the manufacturer drills a large hole through the transom to accommodate what's called a 'transom plate'. This plate is sealed using marine grade sealant and up to three flexible bellows. These bellows are very flexible and are treated with a water resistant film at production. However, over time these bellows can erode, lose their elasticity and can even crack. Sometimes even rodents can chew on these bellows and accelerate a possible leak. Quite simply, if a hole appears in any of these bellows, the boat could take on water and damage internal drivetrain components. Resealing your boat's transom according to the manufacturer's recommendation is an important way to keep your boat 'on' the water!

Canvas

14'-16' boat with windshield, cockpit cover	\$400 - \$500
Add bow cover	\$220 - \$260
17'-19' boat with windshield, cockpit cover	\$500 - \$595
Add bow cover	\$250 - \$295
20'-22' boat with windshield	\$595 - \$695
Add bow cover	\$295 - \$345
23'-25' boat with windshield, cockpit cover	\$695 - \$795
Add bow cover	\$350 - \$395
18' pontoon boat with playpen cover	\$895
20' pontoon boat with playpen cover	\$1,150
22' pontoon boat with playpen cover	\$1,295

Why this maintenance is important

Your boat's canvas works the hardest to keep you and your boat protected. Rips, tears, or broken snaps can worsen over seasons and allow water into the cockpit. Using Sunbrella fabric, our Creative Canvas Department can colour match and customize playpen covers, cockpit and bow covers, bimini tops and camper enclosures to freshen up the look of your boat for years to come!

Indmar

Indmar - raw water impeller - every 2 years	\$295
Indmar - trans oil & filter change - every 300 hrs	\$175
Indmar - output shaft alignment - every year	\$150

Why this maintenance is important

These maintenance items are recommended by Indmar in order to keep your high performance engine running with peak performance.