March 10, 1953 M. E. LONG 2,630,991

OUTBOARD MOTOR MOUNTING BRACKET

Filed May 28, 1948

Fig. 1.

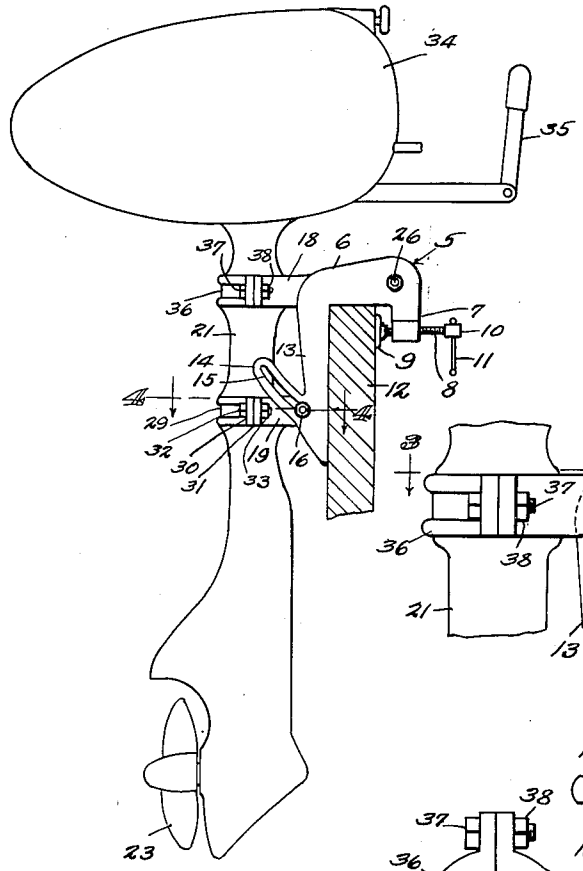
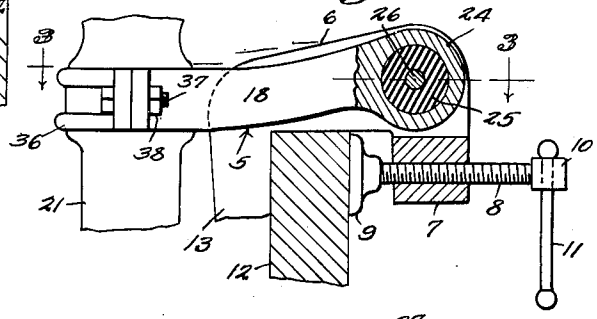


Fig. 2.



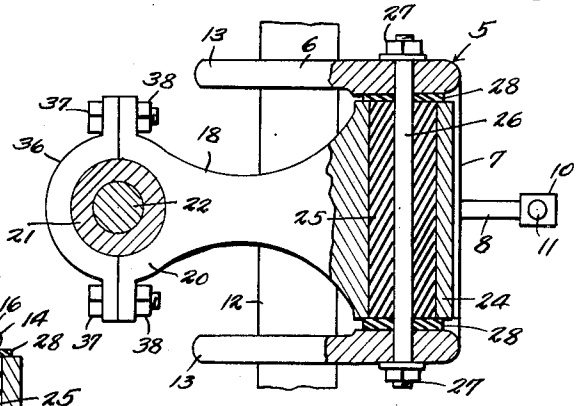
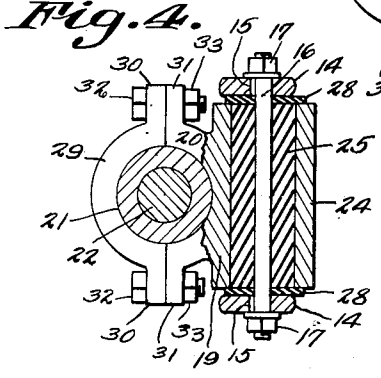


Fig. 3

Fig. 4.



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OUTBOARD MOTOR MOUNTING BRACKET

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1 Claim. (Cl. 248—4)

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This invention relates to an outboard motor bracket by means of which the motor is mounted on the stern of the boat.

An important object of the invention is to provide a bracket which may be readily and easily mounted on the boat, and one wherein the vibrations caused by the running of the motor will be dissipated within the bracket, relieving the boat of unnecessary strain and vibrations, and at the same time operating to render the motor noiseless.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combinations of parts, hereinafter more fully described and pointed out in the claim, it being understood that changes may be made in the construction and arrangement of parts without departing from the spirit of the invention as claimed.

Referring to the drawing

Figure 1 is an elevational view illustrating an outboard motor bracket constructed in accordance with the invention, as positioned over the stern of a boat.

Fig. 2 is a vertical sectional view through the upper section of the bracket.

Fig. 3 is a sectional view taken on line 3—3 of Fig. 2.

Fig. 4 is a sectional view taken on line 4—4 of Fig. 1.

Referring to the drawing in detail, the stationary section of the bracket is indicated generally by the reference character 5, the stationary section of the bracket embodying a pair of spaced arms 6 connected by the horizontal bar 7 which is formed with a central threaded bore through which the threaded shank 8 on the clamp 9 extends, the threaded shank being provided with the head 10 through which the turning rod 11 extends, whereby the clamp may be moved into clamping relation with the stern board 12 of the boat.

The spaced arms 6 are provided with horizontal sections that rest directly on the upper edge of the stern board 12 as clearly shown by Fig. 1 of the drawing, the arms 6 being provided with downwardly extended ends 13 that clamp the opposite side of the stern board 12, cooperating with the clamp 9 in holding the bracket in place.

Extending outwardly at oblique angles with respect to the vertical portions of the spaced arms 6, are arms 14 which arms are formed with elongated openings 15 in which the ends of the bolt

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16 are mounted, the bolt 16 having nuts 17 positioned on the threaded ends thereof, holding the bolt 16 in position.

Cooperating with the stationary section of the bracket, is an upper horizontal supporting arm 18 and a lower horizontal supporting arm 19, each arm being provided with a curved portion 20 adapted to fit around the shaft housing 21 through which the propeller shaft 22 extends, the propeller shaft carrying the propeller 23 at its lower end. Each of these supporting arms is provided with a tubular bearing 24 in which a rubber cushioning member 25 is disposed, filling the tubular bearings.

Each of these rubber cushioning members is formed with a central longitudinal bore, and the bore in the cushioning member used with the arm 18 accommodates the bolt 26, while the bore in the cushioning member used with the lower horizontal supporting arm, accommodates the bolt 16 which is shown as extended therethrough, nuts 27 being provided on the ends of the bolt 26 for securing the bolt in position.

Washers 28 are disposed between the arms 6 and ends 13 and the ends of the rubber cushioning members 25, bracing the rubber cushioning members 25 at their ends.

The bracket also includes curved members 29 which are provided with ears 30 that cooperate with ears 31 of the curved members 20, the ears having openings for the reception of bolts 32 which are formed with nuts 33 that clamp the sections 20 and 29 together holding the sections into closed engagement with the shaft housing 21, supporting the shaft housing and motor disposed at the upper end thereof, the motor being indicated by the reference character 34.

The reference character 35 indicates the usual arm which is connected with the motor so that it may be rotated in guiding the boat equipped with the outboard motor.

Cooperating with the curved end of the arm 18, is the clamping section 36 that is clamped around the shaft housing 21 and held in position by the bolts 37 and nuts 38.

From the foregoing it will be seen that due to the construction shown and described, I have provided a bracket by means of which an outboard motor may be clamped to the stern board of a boat, wherein the vibrations of the motor will be cushioned eliminating the objectionable vibrations in the boat structure during the operation of the motor.

It will also be seen that due to the construction shown and described, the cushioning members

will be a part of the bracket and will not become displaced when the bracket is removed from the boat.

Having thus described the invention, what is claimed is:

An outboard motor bracket comprising spaced horizontal supporting arms having downwardly extended clamping ends, a horizontal connecting bar formed integral with and connecting the opposite ends of said horizontal supporting arms, said connecting bar having a threaded bore formed intermediate the ends thereof disposed at right angles to the longitudinal axis of the connecting bar, a clamp including a threaded shank operating through the threaded bore cooperating with said clamping ends in gripping the stern board of a boat, a motor supporting arm, a tubular bearing secured at one end of the motor supporting arm, fitted between the horizontal supporting arms, a bolt extending through the motor supporting arm and horizontal supporting arms, pivotally connecting the motor supporting arm between the horizontal supporting arms at a point above and on a direct line drawn through the horizontal connecting bar, a resilient cushioning member positioned between said connecting bar and said motor supporting arm, means for clamping a motor to said motor supporting arm, and a motor clamping means connected with the downwardly extended clamping ends of the horizontal supporting arms.

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