Feb. 4, 1958 R. G. COLLINS 2,822,142

OUTBOARD MOTOR BRACKET

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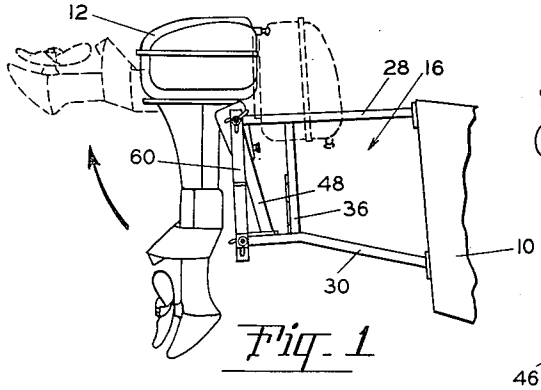


Fig. 1

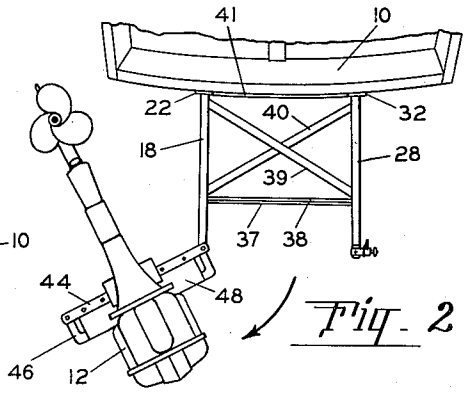


Fig. 2

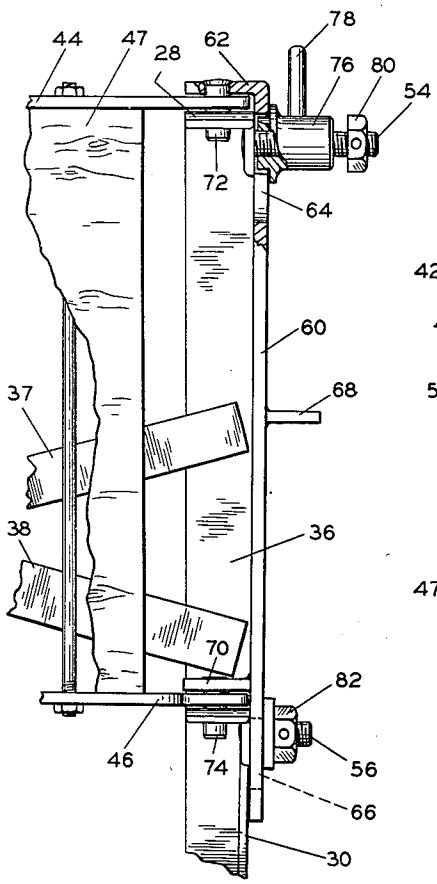


Fig. 4

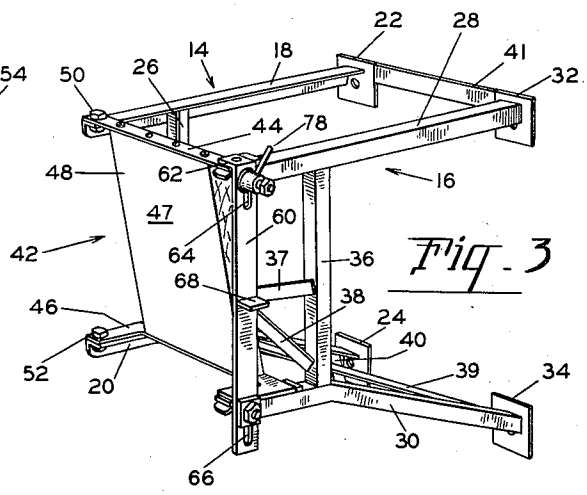


Fig. 3

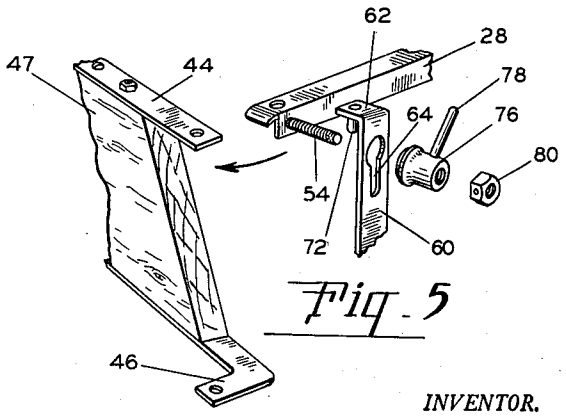


Fig. 5

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OUTBOARD MOTOR BRACKET

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3 Claims. (Cl. 248—4)

This invention relates to a bracket for mounting an outboard motor on a boat.

Currently marketed outboard motors are of such a length that when they are mounted on a boat the propeller housing extends outwardly beyond the reach of the operator, even when the motor is tilted to its horizontal position. As a result it is difficult, if not impossible under some conditions, to remove weeds from the propeller, to replace a shear pin, to change propellers, or to make other repairs. Also, the larger motors are so heavy that it is awkward to remove them from the transom to effectuate these purposes.

Accordingly it is the general object of the present invention to provide a bracket for mounting an outboard motor on a boat, which bracket enables swinging the motor until the propeller and housing are readily accessible to the operator.

It is another object of this invention to provide a bracket for mounting outboard motors on a boat which makes possible quieter, more efficient operation of the motor and which eliminates the danger of fire resulting from oil and gas leakage from the motor into the boat.

Still another object of this invention is the provision of an outboard motor bracket for mounting the motor on a boat in such a manner as to improve materially the steering qualities and general performance of the boat.

The manner in which the foregoing and other objects of this invention are accomplished will be apparent from the accompanying specification and claims considered together with the drawings, wherein:

Figure 1 is a view in side elevation of the presently described outboard motor bracket with the motor mounted thereon;

Figure 2 is a plan view of the presently described outboard motor bracket with the motor in horizontal position and swung about toward the boat;

Figure 3 is a detail perspective view of the presently described outboard motor bracket;

Figure 4 is a fragmentary detail view of the bracket illustrating the locking means employed thereon; and

Figure 5 is a fragmentary exploded view further illustrating the manner of construction of the bracket.

As is apparent from the drawings, the hereindescribed bracket is adapted to be affixed to the boat **10** and to mount an outboard motor **12**. The bracket assembly includes a pair of horizontal, spaced apart, longitudinal frame members indicated generally at **14**, **16** in Figure 3.

Frame member **14** includes the vertically spaced apart bars **18**, **20**. The outer ends of these bars are perforated and the inner ends carry the base plates **22**, **24**. They are interconnected by brace **26**.

Frame member **16** is constructed in a similar manner, and includes the vertically spaced apart bars **28**, **30**. These also are perforated at their outer ends and carry at their inner ends base plates **32**, **34**. A vertical brace **36**, which corresponds to brace **26**, interconnects them. Cross braces **37**, **38** and **39**, **40** and brace **41** interconnect frame members **14**, **16** and further strengthens the assembly.

The bracket assembly also includes a gate for mounting the motor. This element of the assembly is indicated generally at **42** and comprises a top plate **44**, a bottom plate **46**, and a filler block **47**, which may be made of wood, mounted between the two.

The ends of top plate **44** are perforated. Bottom plate **46** is generally U-shaped and its ends also are perforated. The bottom plate is positioned with its cross member directed inwardly to impart to the filler block the inclination necessary for mounting the motor.

Hinge means are provided for pivotally connecting the mounting gate **42** to frame member **14**. Although a diversity of hinge designs may be employed for this purpose, in the illustrated embodiment the hinge comprises simply a pair of bolts **50**, **52** penetrating the perforations in bars **18**, **20** and plates **44**, **46**. Accordingly it is possible to swing the mounting gate outwardly and rearwardly to an angle at which the propeller of the motor and its housing are readily accessible to a person seated in the boat.

Locking means are provided for releasably locking one side of the mounting gate to frame member **16**. A preferred locking means is illustrated in detail in Figures 3–5.

As is apparent from these figures, a pair of threaded stud bolts **54**, **56** extend outwardly laterally from bars **28**, **30** respectively. A locking bar **60** having an angled upper end **62** and spaced longitudinal slots **64**, **66** is adapted to be placed over these bolts. The angled section **62** of the bar carries a downwardly extending locking pin **72** dimensioned and positioned for insertion in the perforations in bar **28** and top plate **44**.

Locking bar **60** also is provided with an inwardly extending tab **70** positioned near its lower end. Tab **70** carries locking pin **74** dimensioned and positioned for insertion in the overlying perforations in bar **30** and plate **46**.

It will be apparent that locking plate **60** may be positioned with stud bolts **54**, **56** extending through slots **64**, **66** and with pins **72**, **74** extending into the registering pairs of perforations indicated above. A locking nut **76** having thereon a lever arm **78** then may be screwed on stud **54** and retained thereby nut **80**. Also, a nut **82** may be placed over stud bolt **56**. Then when lock nut **76** is turned until it enters slot **64**, withdrawal of pins **72**, **74** from the perforations in which they extend is prevented and mounting gate **42** is securely locked in place.

However, upon releasing lock nut **76**, pins **72**, **74** may be withdrawn from the perforations by lifting upwardly on tab **68**, releasing the mounting gate. The mounting gate then may be swung around to the position of Figure 2. If the motor is in its horizontal position as indicated in Figure 1, the propeller and its housing will be readily accessible to a person in the boat. When it is desired to use the motor to drive the boat again, the reverse sequence may be followed. Mounting gate **42** is swung until it again bridges the gap between frame members **14**, **16**. Locking bar **60** then may be manipulated until pins **72**, **74** are in place, whereupon lock nut **76** may be tightened by means of lever **78** to lock the gate releasably in place.

Thus it will be apparent that by the present invention I have provided an easy and safe method of making outboard motor propeller assemblies readily accessible to the operator. This is accomplished using apparatus having no loose parts which can drop into the water and be lost. Furthermore, the bracket assembly provides a mounting means which improves greatly the performance and steering qualities of the boat and avoids mutilation of the

boat transom as well as fire danger from leakage of gas and oil into the boat.

It is to be understood that the form of my invention, herewith shown and described, is to be taken as a preferred example of the same, and that various changes in the shape, size and arrangement of parts may be resorted to, as by forming the bracket integrally with the boat transom to form a hinged boat transom, without departing from the spirit of my invention, or the scope of the subjoined claims.

Having thus described my invention, I claim:

1. An outboard motor bracket comprising first and second horizontally spaced apart elongated frame members adapted to be secured to a boat and each including a pair of vertically spaced apart bars, openings vertically extended through the bars of the first frame member at their outer ends and threaded studs extending outwardly therefrom in a lateral direction, a motor mounting gate, pivot means for pivotally attaching one vertical end of the gate to the second frame member adjacent the associated bars, a slotted locking bar slidably mounted on the studs on the bars of the first frame member, a pair of spaced apart locking pins extending downwardly from the locking bar, openings in said gate aligned with the openings in said bars, the locking pins being adapted to seat within the openings in the bars of the first frame member and in registering openings in the motor mounting gate, and screw means on the studs for releasably locking the locking bar to the first frame member with the locking pins inserted in the said openings.

2. An outboard motor bracket comprising a pair of elongated frame members adapted to be secured to the boat in horizontally spaced relation and to extend rearwardly therefrom, a transverse frame member adapted to mount the motor, bracket means on the transverse frame member extending rearwardly from the bottom corners thereof, means pivotally securing the transverse frame member adjacent the upper corner of one vertical edge to the top end of one of the elongated frame members, means pivotally securing the rearwardly extending bracket means adjacent the bottom corner of said one vertical edge of the transverse frame member to the bottom end of said one of the elongated frame members, whereby said transverse frame member is pivotally supported by said one elongated frame member normally in tilted position with the bottom edge of the transverse frame member closer to the boat than the top edge, and locking means for releasably securing the transverse frame member adjacent its other vertical edge to the other elongated frame member.

3. An outboard motor bracket comprising first and second elongated frame members adapted to be secured to a boat in horizontally spaced relation and to extend rearwardly therefrom, a transverse motor mounting member extended between the first and second frame members, a first bracket secured to the transverse member, pivot means mounting the first bracket on the first frame member, a second bracket spaced vertically from the first bracket and secured to the transverse member, an offset section on the second bracket, pivot means mounting the offset section on the first frame member, the pivot means for the first and second brackets having a common vertical axis, the transverse member extending in a plane obliquely with respect to said vertical pivot axis and with the bottom edge of the transverse member closer to the boat than its top edge when extending between said first and second frame members, and locking means for releasably securing the transverse member to the second frame member.

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