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STEERING HANDLE EXTENSION FOR OUTBOARD MOTOR

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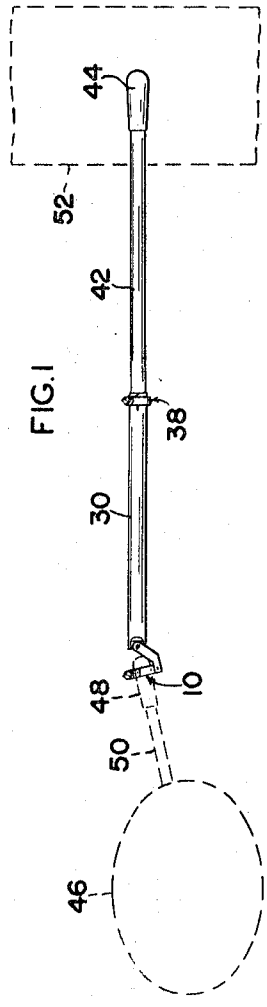


FIG. 1

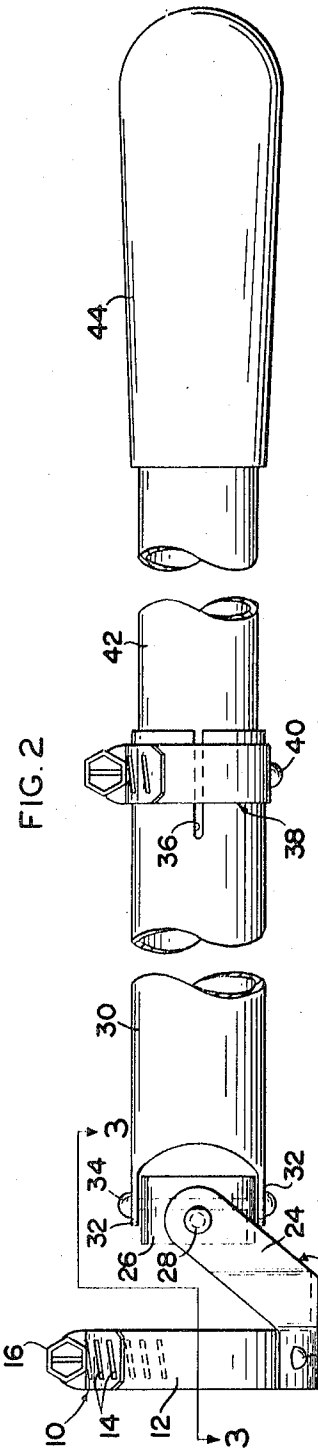


FIG. 2

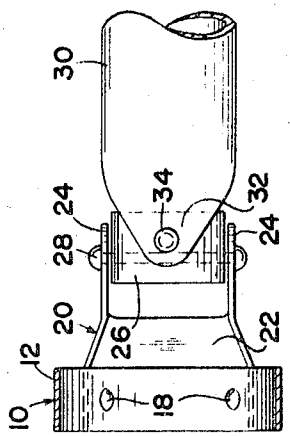


FIG. 3

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STEERING HANDLE EXTENSION FOR OUTBOARD MOTOR

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ABSTRACT OF THE DISCLOSURE

A steering handle extension for an outboard motor comprising two pieces of telescoping tubing having worm clamp means for securing the tubing to an adjusted length, a grip at one end of the tubing, the other end of the tubing being forked and pivotally secured to a short sleeve received within the forked end, a worm clamp adapted to be secured to the outboard motor tiller, and a Y-shaped member having the leg of the Y secured to the last-named worm clamp and the arms of the Y bent parallel to each other and pivotally secured to the sleeve on an axis at right angles to the axis pivotally securing the sleeve to the tubing.

It has been proposed heretofore to use an extension which connects rigidly to the outboard motor tiller handle, but such an extension has the objection that it must be swung through such a large arc it is not practical unless kept short, such as two feet long, and then the extension can not be easily reached from say the middle seat of even a small boat.

In an effort to overcome the disadvantages of the rigid extension, U.S. Patent No. 2,903,903 provides a rubber sleeve for connecting an extension to the outboard motor tiller. This, while an improvement over the rigid extension, is not adjustable as to length, cannot fit on a plurality of tiller handles of different diameter, and the rubber sleeve tends to be either too stiff to angularly transmit rotary and swinging movement to tiller, or else too flexible so that slop and play results.

It is the general object of the present invention to provide an improved steering handle extension for outboard motors characterized by ability to fit and control a wide variety of outboard motors, readily adjustable for use with various size boats whereby best balance, riding or planing of the boat is obtained, and wherein the extension is connected to the motor tiller by a substantially friction-free universal joint.

In the drawings, FIG. 1 is a diagrammatic plan view showing the steering extension of the invention connected to an outboard motor tiller;

FIG. 2 is substantially an actual size, plan view, partly broken away, of the extension of FIG. 1; and

FIG. 3 is a view taken substantially on line 3—3 of FIG. 2.

Looking at FIG. 2 of the drawings, the numeral **10** indicates generally a round pipe clamp of the type sold under the trademark "Sterling" and including a stainless steel band **12** having diagonal slots **14** therein which slots are engaged by a worm screw **16** tangentially and

rotatably secured to the unslotted end of the band. Thus, the clamp can be adjusted by turning the screw **16**, with a screw driver, or a coin, to tighten down on a motor tiller from about one to about two inches in diameter.

Secured to the outside of the clamp **10** opposite the screw **16**, as by a pair of circumferentially-spaced rivets **18**, or by spot welding, is a Y-shaped piece of sheet metal **20**. The bottom leg **22** of the Y is made an inch or more wide and is curved to the contour of the clamp **10** whereby rotary motion can be strongly applied to the clamp via the circumferentially-spaced rivets without undesirable springing of the clamp or the sheet metal.

The arms **24** of the Y are bent into fork-like parallelism to straddle a short length of pipe or tubing **26** and are pivotally secured thereto by a pin **28** peened at its ends to form holding heads. The axis of the pin **28** is placed to intersect the axis of the clamp **10** when the clamp is at a median diameter.

A piece of tubing **30** having a length of about thirty to forty inches and a diameter just slightly larger than the pipe **26** has opposite corners of one end cut away to provide bifurcated arms **32** which are pivotally connected to the pipe **26** by a pin **34** extending at right angles to pin **28** and as close thereto as possible without the pins interfering with each other. Thus, the axes of the pins are separated a distance just slightly greater than the diameter of a pin. The ends of the pin **34** are peened to form holding heads. A strong, low-friction, and low cost universal joint is accordingly provided.

The end of the tubing **30** remote from the universal joint is provided with a plurality of slots **36** and surrounding this end of the tubing is a clamp **38** of the same construction as clamp **10**. A single rivet **40** or spot weld secures the clamp **38** to the tubing opposite the screw.

Slidably received in the tubing **30** is a second length of tubing **42** about thirty to forty inches long and provided with a rubber-like grip **44** at its outer end.

All of the parts of the extension are made of corrosion resistant metal, and with the clamps of stainless steel and operable with a coin as a screw driver, the extension is readily installed, removed, collapsed or expanded over years of trouble free service even though used around salt water.

The actual application to an outboard motor **46** is shown in FIG. 1 wherein clamp **10** is quickly secured to grip **48** of tiller **50** within wide limits of grip diameter. Next tubing **42** is slid in tubing **30** to position grip **44** somewhere near the center of middle seat **52** in a ten to sixteen foot boat and clamp **38** is tightened. Now the operator facing forward in seat **52** and with grip **44** held in his left hand can open or close the motor throttle by rotating grip **44**, if the motor has such a throttle control, and/or can swing the motor tiller by moving grip **44** forward or aft. There is a point where tiller **50** and the extension get to dead center, but an operator quickly learns to swing the tiller with a little speed passed dead center or to angle the extension to overcome dead center.

What is claimed is:

1. An extension handle for steering and controlling the throttle of an outboard motor comprising

two pieces of relatively telescoping tubing,

a slotted end on the larger of the pieces of tubing,

a worm clamp surrounding the slotted end for securing the tubing to an adjusted length,

a rubber grip on one end of the tubing, the other end of the tubing being forked,

a short length sleeve of smaller diameter than the tubing being received within the forked end and pivotally secured thereto,

a worm clamp adapted to engage the tiller grip of the outboard motor, and

a Y-shaped sheet metal member having the leg of the Y secured to the last-named worm clamp, the arms of the Y being bent parallel and pivotally secured to the sleeve on an axis at right angles to the axis pivotally securing the sleeve to the tubing.

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