Dec. 8, 1959 C. F. OLSON 2,916,292

OUTBOARD MOTOR STAND AND DOLLY

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Fig.1

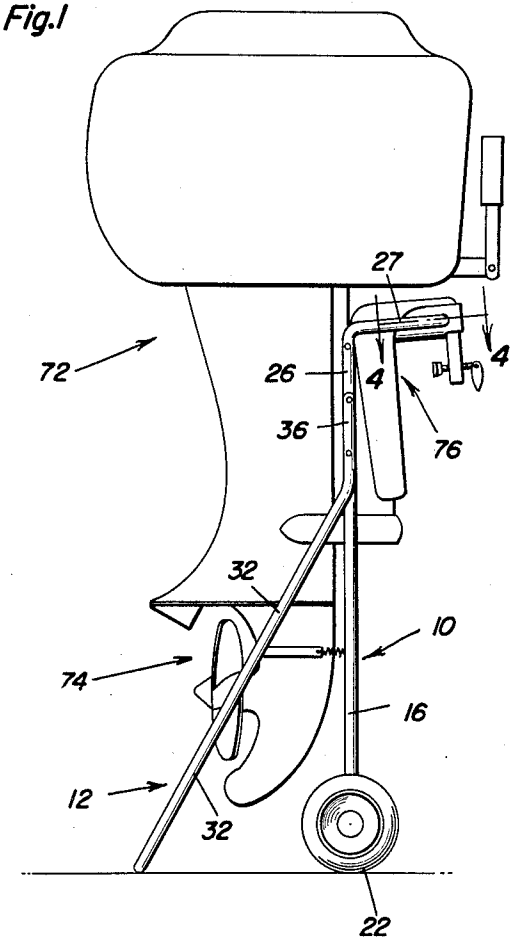


Fig.2

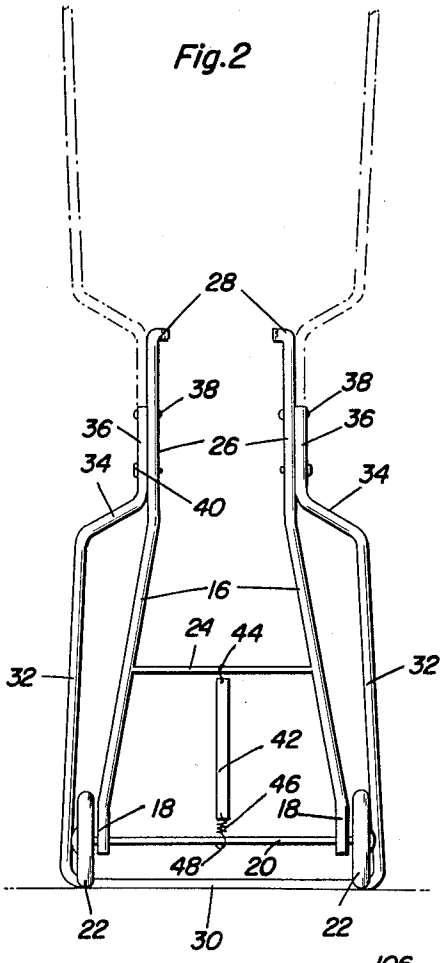


Fig.7

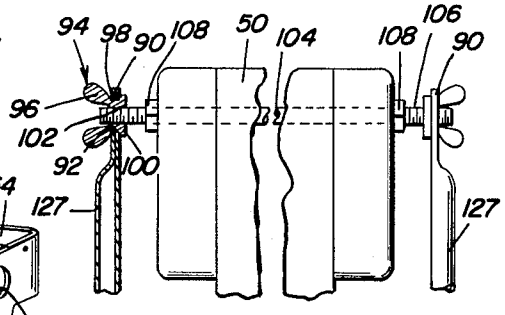
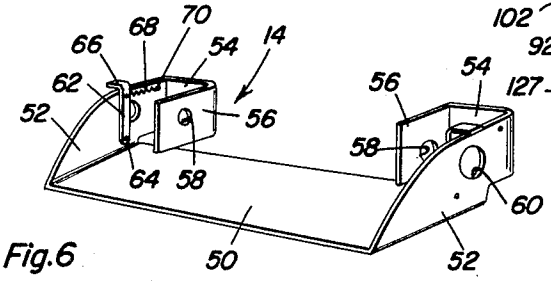


Fig.6



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Fig.3

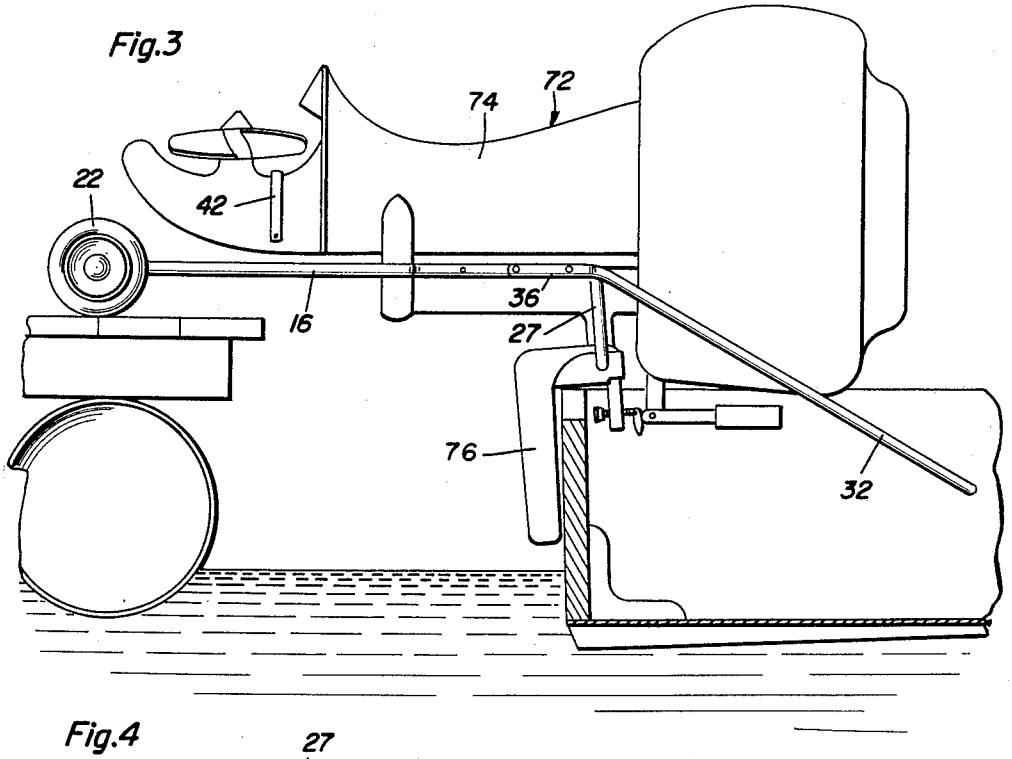


Fig.4

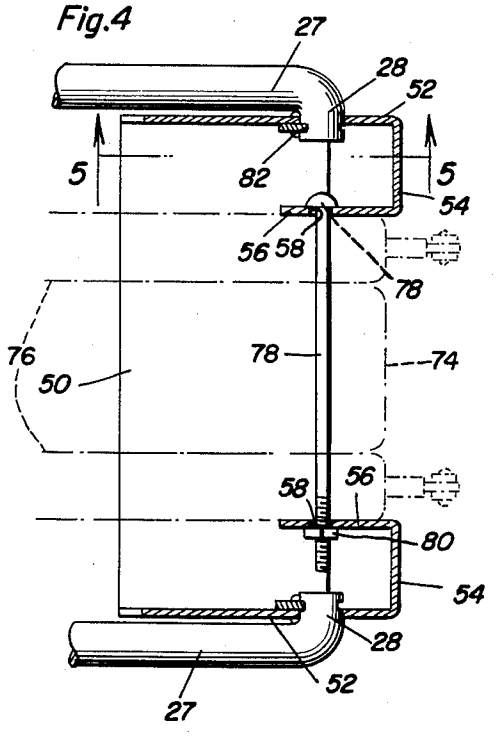
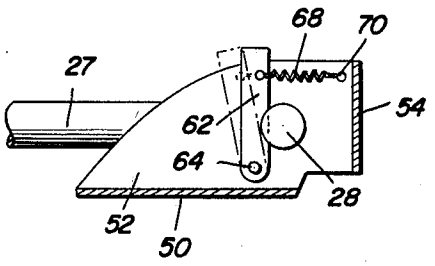


Fig.5



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OUTBOARD MOTOR STAND AND DOLLY

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1 Claim. (Cl. 280—47.13)

This invention relates generally to devices for use with outboard motors, and more particularly to an outboard motor stand and hand truck or dolly.

With the current increase in interest in speed on the water, outboard motors are becoming much larger than ever before, because of the greater desire for more horsepower. Because of this, the handling of these heavier larger motors is a very difficult task. Accordingly, the primary object of this invention is to provide a device which may be used to transfer an outboard motor between its mounted or operating position on a boat to a place of storage, and this may be done by one man as a comparatively easy task.

Another object of this invention is to provide a device of the character described which may be used as a stand which will hold the motor in an upright position during storage.

Still a further object of this invention is to provide a device of the character described which is a safe, steady, platform for storage in a horizontal position during transportation of the outboard motor by a vehicle or the like.

Yet a further object of this invention is to provide a device which will firmly hold an outboard thereto, yet permit pivotal movement of the motor clamp, so that the device may place the motor onto the transom of a boat with the motor clamp being clamped to the transom, and the outboard motor may thus be attached to and removed from a boat without the necessity for a person to carry the device, since a stand and dolly may be used for that purpose.

Yet a further object of this invention is to provide a simple and inexpensive device yet one which is exceedingly effective for the purpose for which it is designed.

The foregoing objects and others ancillary thereto are accomplished as follows:

According to a preferred embodiment of my invention, two frame sections are provided which are pivoted together, and may be locked in preselected angular positions with respect to each other. The main frame section has wheels at the bottom end thereof for easy transportation, and the upper end thereof has two inwardly projecting pins spaced from each other. An adapter is provided which may be fastened to the motor clamp of an outboard motor and left permanently affixed thereto. This adapter has inner tabs affixed thereto with aligned openings therethrough so a bolt may be passed through the openings through the motor clamp of an outboard motor and thus fix the adapter to the motor clamp. Aligned concentrically with these openings and formed in the sides of the adapter are larger openings into which the previously mentioned pins may be placed so that the adapter is pivotally mounted with respect to the pins. The pins have circumferential grooves formed therein and spring biased levers are urged towards the grooves so that when the pins are locked in position by the lever, pivotal rotation thereof will be permitted. A resilient flexible strap is provided on the lower end of the first

frame section for holding the motor's shaft housing in place.

The novel features that are considered characteristic of the invention are set forth with particularity in the appended claims. The invention, however, both as to its organization and its method of operation, together with additional objects and advantages thereof, will best be understood from the following description of a specific embodiment when read in connection with the accompanying drawings, in which:

Figure 1 is a side elevational view of the device comprising the present invention with an outboard motor affixed thereto illustrating the device in use as a stand;

Figure 2 is a front elevational view of the device with a second position thereof being illustrated in phantom lines;

Figure 3 is a side elevational view of the motor affixed to the device illustrating its use in positioning a motor onto the transom of a boat;

Figure 4 is a vertical sectional view taken substantially along the plane defined by reference line 4—4 of Figure 1 illustrating details of construction of the adapter;

Figure 5 is a vertical sectional view taken substantially along the plane defined by reference line 5—5 of Figure 4 illustrating further details of construction thereof;

Figure 6 is a perspective view of the adapter to be used in conjunction with the present invention; and

Figure 7 is a bottom elevational view of the motor clamp and a second type of adapter for securing the same to the stand.

Referring now more particularly to the drawings, the numeral **10** generally designates the first frame section which is the main part of the present invention. A second frame section **12** is pivotally connected thereto near the upper end thereof. An adapter **14** is to be connected to the upper end of the first frame section and will hold the outboard motor clamp thereto.

The first frame section **10**, is constructed of two upwardly converging rods **16**, which are bent so as to form vertical portions **18** at their lower ends. An axle **20** is rotatably journaled through the lower ends of the vertical portions **18** of rod **16**, and wheels **22** are connected at the outer ends thereof so that the device is made more mobile. A horizontal support rod **24** is connected between the medial portions of rods **16** to add further rigidity thereto. Integral with the upper ends of rods **16** are vertical rods **26** which are parallel to each other and disposed inwardly with respect to the vertical portions **18**. The rods **26** are provided with lateral, spaced apart, opposite parallel arms **27** which are bent inwardly to form axially aligned projecting terminal pins **28**. It is to be noted, however, that the pins **28** are not in direct alignment with the rods **26** but are offset therefrom by means of arms **27** which are interposed between the pins **28** and the upper ends of rods **26**, as is shown more clearly in Figure 1.

The second frame section **12** is constructed of a horizontal rod **30** which has upwardly projecting vertical rods **32** connected to the outer ends thereof. Inwardly converging members **34** are connected to the upper end of rods **32**, and their free ends are affixed to parallel and vertical members **36** which are disposed inwardly of members **32**, and are arranged so as to overlie the vertical members **26** of first frame section **10**. It is to be noted that a pivotal connection **38** is made between the upper ends of rods **36** and the medial portion of vertical rods **26**. Looking now more particularly at Figures 1 and 2, it may be seen that the members **32** and **36** are formed at an angle to each other so that the lower bar **30** provides a supporting stand or leg for the device when it is to support a motor as illustrated in Figure

1. In this position, bolts **40** are passed through the lower ends of rods **36** and into openings formed in the lower ends of rods **26** so that the sections may be locked together. However, the bolts **40** may be removed from the lower openings in rods **26** and the second frame section pivoted so that the bolts **40** can be inserted into upper openings in vertical rods **26** whereby the device will be opened to a position illustrated in Figure 3 and locked in that position. It may thus be seen that the device may be pivoted into two positions and locked in each of the positions.

A flexible strap **42** has a hook **44** on one end thereof with which it is attached to horizontal support **24**. The other end thereof has a spring **46** affixed on the end thereof which in turn has a hook for attaching it to axle **20**. However, as may be seen more clearly in Figure 1 the strap **42** may be used to hold the motor's shaft housing fixedly to the first frame section.

The adapter **14** is constructed of a bottom plate **50** and upwardly projecting side plates **52**. The forward portion of the side plates have inwardly extending walls **54** affixed thereto to which rearwardly projecting tabs **56** are connected. These tabs are only attached along one vertical wall to walls **54**. A pair of aligned openings **58** are formed through the tabs **56**. Another pair of aligned openings concentric with openings **58** are formed in side walls **52** and these are designated by numeral **60**. A lever **62** is pivoted at **64** adjacent each opening **60** and on the inner surface of wall **52**, so that the lever **62** may partially cover the opening **60**. The upper end thereof is formed with a handle **66**, and the lever **62** is biased as by spring **68** which is connected at **70** to the inner wall and at the other end to the upper portion of lever **62**.

In use, the conventional type of outboard motor **72** having a shaft housing **74** and a motor clamp **76** is to be mounted to the device comprising the present invention. The adapter **14** would be connected to motor clamp by a bolt **78** which projects through the openings **58** and locked thereto by a nut **80** thereon, said bolt **78** being the usual one pivotally connecting the motor **72** to the motor supporting clamp **76**, as shown in full and broken lines in Figure 4. The adapter thus becomes part of the motor clamp **76** and motor **72**. Then, the levers **62** are engaged in circumferential notches **82** on the pins **28**, and the device may then be moved into the position illustrated in Figure 3 whereby it may be used for transportation purposes or as in Figure 1 where it may be used as a stand.

As will be seen, the adapter **14** extends under and supports the clamp **76** and hence the motor **72** on the frame **10** to take the weight of the clamp **76** and motor **72** off the pivot bolt **78** when the motor **72** is being transported.

A second embodiment of the adapter is illustrated in Figure 7 wherein the horizontal rods **127** are flattened as at **90** on their outer ends thereof and an opening **92** formed horizontally therethrough. Special type of wing nuts **94** are then rotatably engaged within the openings **92**. These wing nuts **94** are constructed having the conventional type of wing nut construction **96**, wherein an inner circumferential groove **98** is provided and a circular flange **100** disposed outwardly from the groove, whereby the outer peripheral edge of openings **92** may be engaged within groove **98**, so that the wing nut **94** may be rotatable therein. Of course, the wing nut is threaded as at **102** as is conventional with wing nuts. The flange **100** may be formed on the wing nut **94** by upsetting the appropriate end of the wing nut after its insertion through the related opening **92**. Then, instead of bolt **78** as was used in the previous embodiment, a longer bolt **104** is used which is threaded as at **106** at either end thereof. This bolt is disposed through motor clamp **76**, and conventional nuts **108** locked to either side thereof whereby the motor clamp **76** will be centrally positioned therebetween. The threaded ends **106** of the openings **92**, are threadedly engaged within internally threaded wing nuts **94**. Then, by tightening up on wing nuts **94** the motor clamp is then locked to the stand. The use of this embodiment of the invention may then be used in conjunction with a motor as was previously described with the first embodiment.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

A handling device for an outboard motor having a clamp and a pivot connecting said motor and clamp together for relative swinging, said device comprising a first frame section having supporting wheels thereon, a second frame section for propping the first frame section in upright position on said wheels for transporting an outboard motor, means pivoting said second frame section on said first frame section for swinging thereon into and from propping position, means pivotally connecting said first frame section to said clamp for swinging about the axis of the pivot connecting said motor and clamp, and means on said frame sections for locking said frame sections to each other when the second frame section is swung into and from propping position, said means pivotally connecting the first frame section to the clamp comprising an adapter pivoted to said clamp coaxially with the pivot connecting said motor and clamp and underlying and supporting said clamp to support the motor on said first frame section to take the weight of the clamp and motor off the pivot of the clamp to the motor when the motor is being transported.

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