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MOTOR MOUNTING BRACKET

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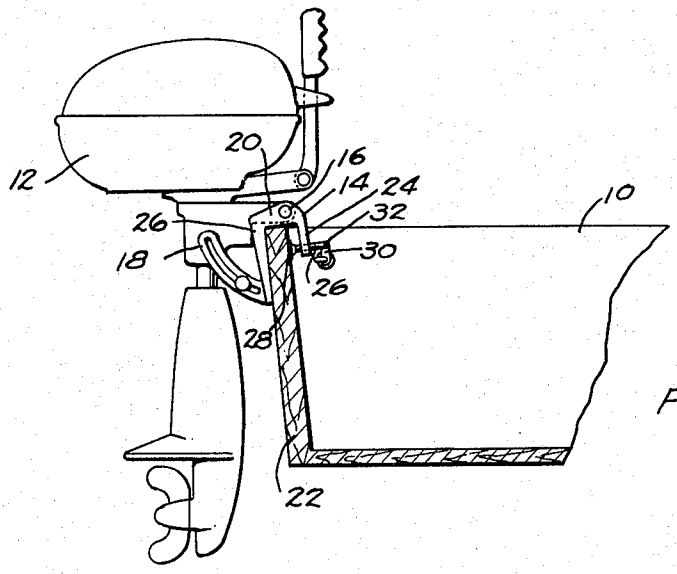


FIG. 1

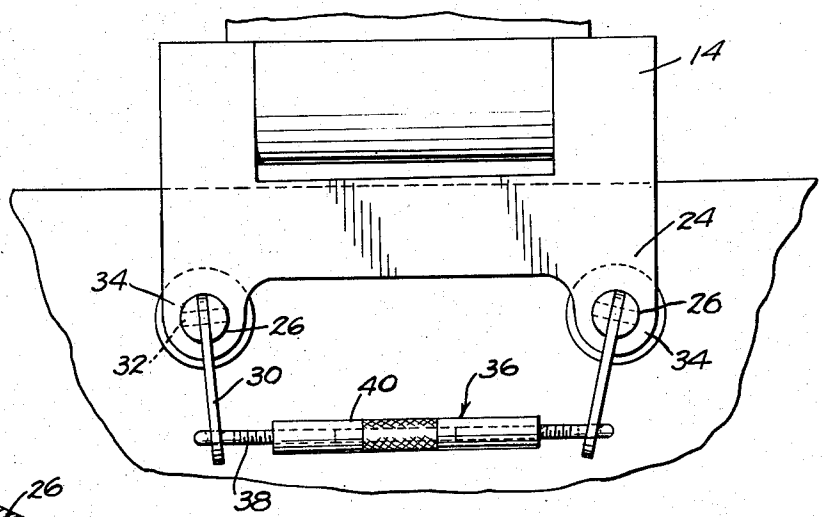


FIG. 2

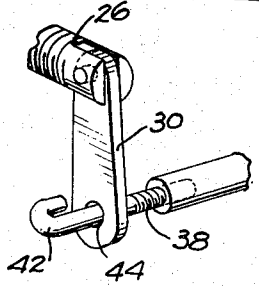


FIG. 3

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MOTOR MOUNTING BRACKET

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12 Claims. (Cl. 248—4)

This invention relates to a mounting bracket for an outboard motor. It is an object of this invention to provide a bracket of this type equipped with means for preventing the mounting screws from becoming loosened after the motor is secured on the stern of the boat.

In the drawings:

Fig. 1 is a view, partly in section and partly in side elevation, showing an outboard motor mounted on a boat by means of the mounting bracket of this invention.

Fig. 2 is a fragmentary detail view showing the mounting bracket as seen from the inside of the boat.

Fig. 3 is a fragmentary detailed view of one of the clamping screws of the mounting bracket and turnbuckle assembly.

Referring to Fig. 1 there is illustrated a boat **10** on which an outboard motor **12** is mounted by means of a mounting bracket **14**. Bracket **14** is pivotally connected as at **16** with the frame of the motor, and an arcuate sector **18** on bracket **14** limits the extent of pivotal movement of the motor with respect to bracket **14**.

Bracket **14** is generally of inverted U-shape having a bight portion **20** adapted to overlie the upper edge of the rear wall **22** of the boat, and having a relative short inner leg **24** which overlies the inner face of wall **22**, and a relative longer outer leg **26** which is adapted to lie in coplanar engagement with the outer face of wall **22**. For the purpose of rigidly mounting bracket **14** on wall **22** there is provided a pair of clamping screws **26**. Screws **26** are provided at their inner ends with pads **28** and at their outer ends with handles **30** which are pivotly connected with the screws as by pins **32**.

Referring now to Fig. 2 it will be seen that screws **26** are disposed in spaced-apart relation at the lower end of leg **24** of the bracket. One of the screws **26** has a right-hand threaded connection with a depending lug **34** on leg **24**, and the other screw **26** has a left-hand threaded connection with its depending lug **34**. With this arrangement it will be appreciated that in order to tighten both screws one screw must be turned clockwise and the other counterclockwise. In other words both screws may be tightened or loosened by turning them in opposite directions.

For the purpose of retaining the screws **26** in their adjusted tightened position there is provided a turnbuckle assembly generally deignated **36**. Turnbuckle **36** includes two threaded rods **38** which are threadedly engaged in axially opposed relation with the opposite ends of a tubular nut **40**. The outer ends of rods **38** are fashioned into hook members **42**. The outer ends of handles **30** are provided with openings **44** for receiving the hook ends **42** of the threaded rods **38**. The thread design of turnbuckle **36** is such that when tubular nut **40** is turned in one direction and the rods **38** are prevented from turning, both rods are either advanced into nut **40** or are moved in a direction axially away from each other.

In use the bracket **14** with the motor attached is mounted on the rear wall **22** of a boat in the manner illustrated in Fig. 1 and the screws **26** are tightened so that the pads **28** engage the inner face of the wall **22**. As mentioned previously, these screws are tightened by turning one in one direction and the other in the opposite direction. The handles **30**, being pivotly connected as by the pins **32** with the outer ends of screws **26**, may when the screws are fully tightened, be disposed in the depending position illustrated in Fig. 2. It is not essential that these handles be disposed in this position however. They may be disposed in almost any position or the screws

may be tightened sufficiently so that the handles will be disposed in a convenient position. After the screws are tightened the rods **38** are inserted, one through the openings **44** of each handle. The rods are then threadedly engaged with the tubular nut **40**. This may be accomplished either by turning the rods individually or by holding the rods and turning nut **40** in the proper direction. As the rods **38** advance towards each other the hook portions **42** may be engaged with the handles **30** to prevent rotation of rods **38** relative to the handles **30**.

Turning of the nut **40** is continued until the slack between the turnbuckle assembly and the handles **30** is eliminated. With the assembly in this condition it will be observed that the screws **26** are effectively prevented from being turned either manually or accidentally as by jarring. The turnbuckle assembly **36** provides a rigid link between the handles **30** and screws **26** which prevents either screw from being turned by reason of the connection between the turnbuckle and the other screw. For example, assuming that the screw **26** at the left of Fig. 2 has a right-hand thread and the screw **26** at the right of Fig. 2 has a left-hand thread, then, in order to loosen these screws, the screw at the left must be turned in a counterclockwise direction and the screw at the right must be turned in a clockwise direction. The rigid link provided by the turnbuckle assembly **36** effectively prevents such turning of either screw. A slight amount of turning movement of both screws in the same direction may perhaps be permitted by turnbuckle **36**, but it will be appreciated that although this will produce a slight loosening of one screw, the other screw will be more tightly secured. Thus if the screws **26** are originally tightened substantially turnbuckle **36** will prevent further turning thereof in either direction.

Although in the embodiment illustrated the means for preventing turning of the rods **38** when engaged with the handles **30** are shown as hook portions **42**, it will be appreciated that these means are only illustrative of one of the many various forms such means may take.

Thus it will be seen that I have provided a mounting bracket for an outboard motor in which is incorporated a relatively inexpensive but extremely effective device which may be manipulated in a very simple manner to effectively prevent the clamping screws on the mounting bracket from becoming loosened after they are once tightened to secure the motor bracket on the boat.

I claim:

1. A mounting bracket for an outboard motor comprising a U-shaped clamp, a pair of spaced-apart clamping screws extending through one leg of the clamp and adjustable in a direction transversely of the other leg of the clamp, said screws being oppositely threaded on said first mentioned leg so that both screws may be advanced and retracted by turning them in opposite directions, handle means at the outer ends of the screws, and a turnbuckle assembly extending between and connecting said handle means.

2. A mounting bracket for an outboard motor comprising a generally U-shaped clamp having a pair of spaced-apart clamping screws thereon, said screws being disposed generally parallel and being oppositely threaded on said clamp so that both screws are adjustable in the same directions by rotating them in opposite directions, said screws having handle members at their outer ends and a turnbuckle assembly detachably connected with said handle members.

3. The mounting bracket called for in claim 2 wherein said handle members extend transversely of the axes of the screws.

4. The mounting bracket called for in claim 3 wherein said turnbuckle assembly includes a pair of threaded rod members, one connected to each of said handle members.

5. The mounting bracket called for in claim 4 wherein said handle members and said threaded rod members are provided with means for preventing turning movement of said rod members relative to said handle members.

6. The mounting bracket called for in claim 5 wherein said handle members are provided with openings adjacent their outer ends, said threaded rod members being removably engaged one in each of said openings.

7. The mounting bracket called for in claim 6 wherein

said handle members are pivotly connected with said screws for movement about axes perpendicularly to the axes of said screws.

8. An outboard motor mounting bracket comprising a generally U-shaped clamp adapted to be mounted on a support such as the wall of a boat with the bight portion of the clamp extending across the top edge of the wall and with the legs of the clamp extending downwardly over the inner and outer faces of the wall, one leg of said clamp having spaced-apart clamp screws arranged thereon for threaded adjustment towards and away from the other leg of the clamp, said screws being oppositely threaded so that when both screws are turned in opposite directions they are advanced or retracted in the same direction, said screws being provided with handles at their outer ends, said handles having portions offset from the axes of said screws, a pair of threaded rod members, said rod members each being connected at one end with the offset portion of each handle, a nut having axially opposed threaded openings at the opposite ends thereof, the other ends of said rods being threadedly engaged one within each of said threaded openings in said nut, said rods and said nut being threaded such that when the nut is turned in one direction the rods are caused to advance towards each other and when turned in the opposite direction the rods are caused to retreat axially from one another.

9. A mounting bracket for an outboard motor comprising a generally U-shaped clamp having a pair of spaced-apart clamping screws thereon, said screws being disposed generally parallel and being oppositely threaded on said clamp so that both screws are adjustable in the same directions by rotating them in opposite directions, said screws having handle members at their outer ends and means detachably interconnecting said handle members to prevent rotation of one of the handle members relative to the other.

10. A mounting bracket for an outboard motor comprising a generally U-shaped clamp having a pair of spaced-apart clamping screws thereon, said screws being disposed generally parallel and being oppositely threaded on said clamp so that both screws are adjustable in the same directions by rotating them in opposite directions, said screws having handle members at their outer ends and means forming a rigid link extending between said handle members and releasably interconnecting them so as to prevent rotation of one of the handles relative to the other.

11. The combination set forth in claim 10 wherein said link is adjustable in length to accommodate different positions of said handles.

12. The combination set forth in claim 10 wherein said link is adjustably contractible in length.

No references cited.