

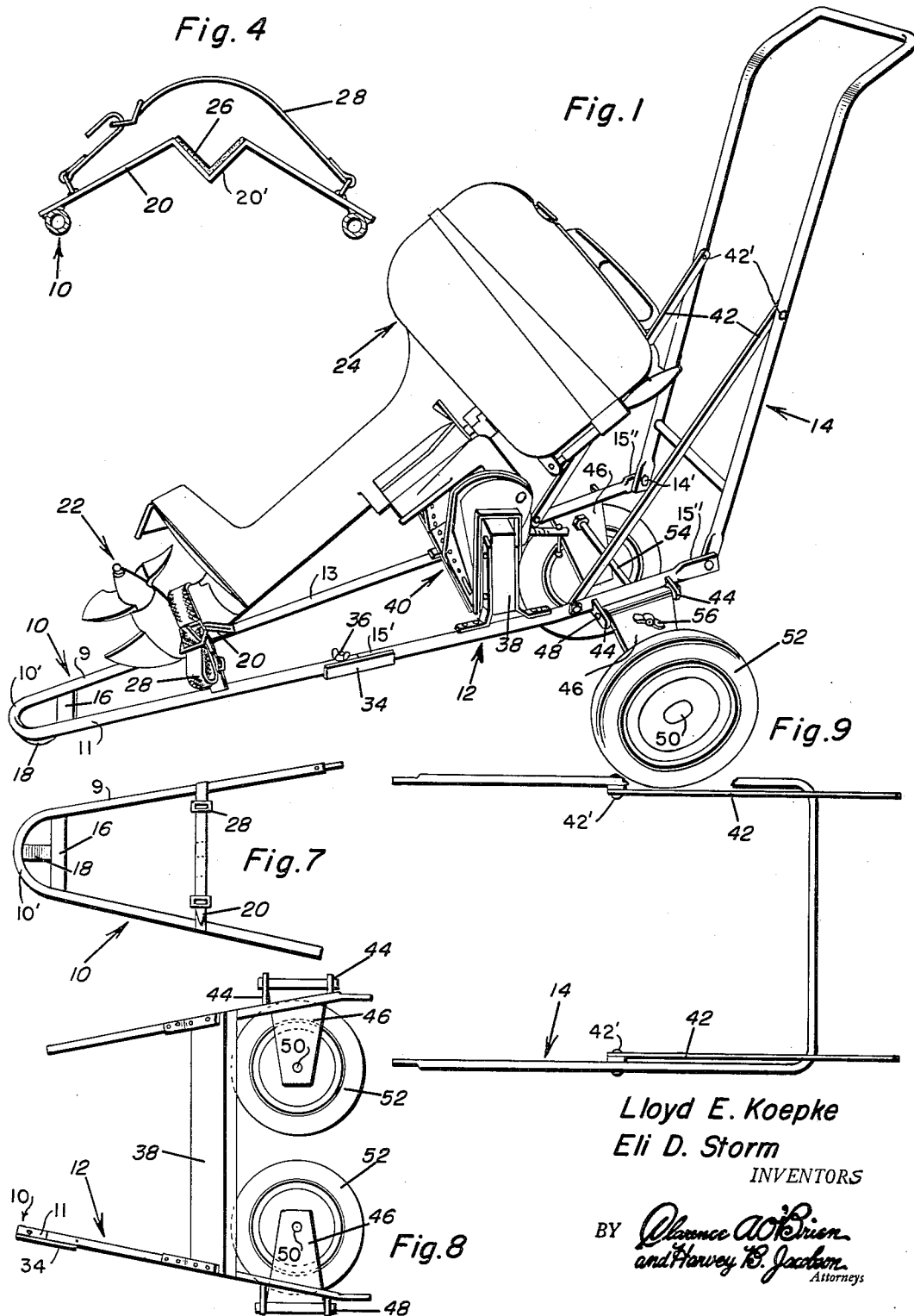
May 15, 1956

L. E. KOEPKE ET AL
OUTBOARD MOTOR CARRIER

2,745,673

Filed Dec. 14, 1953

2 Sheets-Sheet 1



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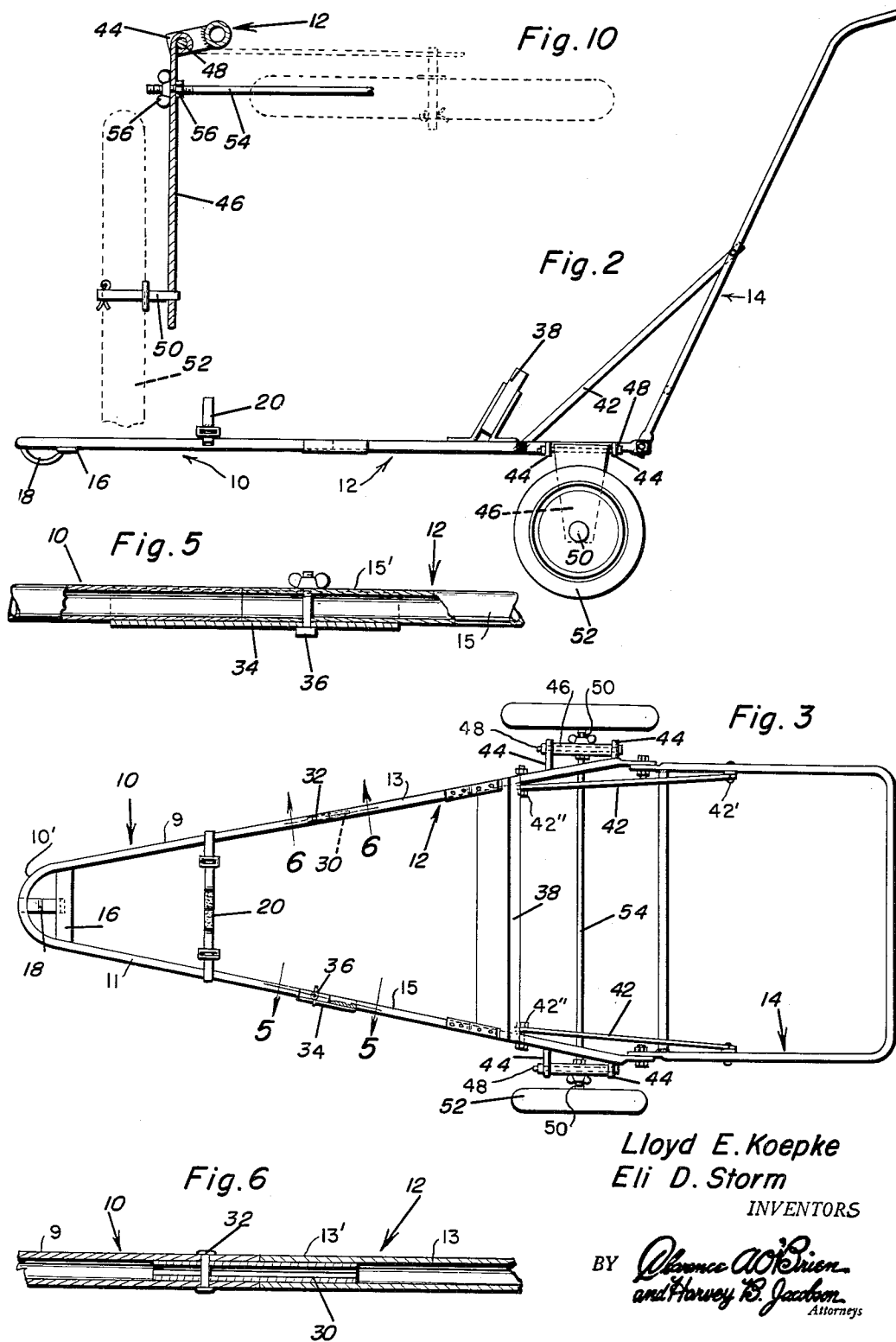
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OUTBOARD MOTOR CARRIER

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2 Claims. (Cl. 280—40)

This invention relates to an outboard motor carrier and more particularly to a device for transporting an outboard motor.

An object of this invention is to provide a carrier which is used for transporting an outboard motor and which may be collapsed into a compact package for storing when not in use.

Another object of this invention is to provide a collapsible carrier for an outboard motor which may be quickly assembled and to which an outboard motor can be quickly and rigidly secured.

A further object of this invention is to provide an outboard motor carrier which is simple and efficient in construction and durable and lasting in use.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout, and in which:

Figure 1 is a perspective view of the outboard motor carrier forming the subject of this invention showing an outboard motor in position thereon;

Figure 2 is a side elevational view of the outboard motor carrier forming the subject of this invention;

Figure 3 is a top plan view of the outboard motor carrier;

Figure 4 is a cross sectional view showing the support for the propeller end of an outboard motor;

Figure 5 is a sectional view taken substantially along the section line 5—5 of Figure 3;

Figure 6 is a sectional view taken substantially along the section line 6—6 of Figure 3;

Figure 7 is a top plan view of one of the sections of the outboard motor carrier;

Figure 8 is a top plan view of the section for supporting the top of an outboard motor;

Figure 9 is a plan view of the handle section of the outboard motor carrier; and

Figure 10 is a sectional view of the wheel mounts for the outboard motor carrier.

Referring now more specifically to the accompanying drawings it will be seen that the improved outboard motor carrier forming the subject of this invention includes a V-shaped section 10, an H-shaped section 12 and a handle section 14.

The V-shaped section 10 is provided with a cross brace 16 adjacent the apex 10' thereof and a skid member 18 extends between the cross brace 16 and the apex of section 10. The skid member 18 is downwardly bowed so as to rest on the ground when the carrier is in assembled position. Extending between the legs 9, 11 of the V-shaped section 10 and spaced from the cross brace 16 is an inverted W-shaped member 20. The member 20 is adapted to support the propeller end 22 of an outboard motor 24. The central V-portion 20' of member 20 is provided with a resilient covering 26.

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A strap 28 is secured to the member 20 and overlies the same for securing the propeller end 22 in position thereon.

The H-shaped section 12 is removably connected to the free ends of the section 10. Each of the sections 10 and 12 are formed of tubular members and section 10 has one leg 9 thereof provided with a projection 30. The projection 30 is secured to the leg 9 by a fastener 32 and is adapted to extend into the adjacent front end 13' of the leg 13 of section 12. The other leg 11 of section 10 is provided with a bracket 34 secured thereto by means of welding or the like. The bracket 34 lies closely adjacent the front end 15' of the other leg 15 of section 12 and is removably secured thereto by means of a fastener 36.

The cross piece of H-shaped section 12 is provided with an upstanding upwardly and rearwardly inclined plate 38. The plate 38 is adapted to receive thereon the clamping means 40 of the outboard motor 24.

The handle section 14 is substantially U-shaped and is pivotally secured, as at 14' to the free rear ends 15'' of the legs 13, 15 of section 12. Suitable braces 42 extend between the handle section 14 and section 12 for rigidly positioning the handle section with respect to the H-shaped section 12. The braces 42 are pivotally secured as at 42' to the section 14 and detachably bolted as at 42'' to the legs 13, 15 of the section 12 whereby the section 14 may be swung to a position lying substantially parallel to section 12 when the braces 42 are detached from the legs 13, 15 and swung on the pivots 14' into reversed positions shown in Figure 9.

Secured to each of the legs of the section 12 adjacent the connection of the section 14 thereto are a pair of spaced ears 44. An elongated plate 46 is pivotally mounted at one end between each pair of ears 44 by a shaft 48 extending between the ears. A stub shaft 50 is secured to the other end of the plates 46 and each stub shaft supports thereon a wheel 52. The plates 46 and wheels 52 are adapted to be swung to a position lying parallel to the plane of section 12.

In order to maintain the plates 46 perpendicular to section 12 a rod 54 is provided which is removably secured at each end to the plates 46. The rod 54 is provided with a pair of lock nuts 56 at each end thereof for securing the rod 54 in position.

From the foregoing, the construction and operation of the device will be readily understood and further explanation is believed to be unnecessary. However, 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 shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the appended claims.

What is claimed as new is as follows:

1. An outboard motor carrier comprising a V-shaped horizontal frame having a front apex portion and legs diverging rearwardly from said apex portion and terminating in spaced apart ends, a pair of plates at opposite sides of said frame adjacent said ends, means including horizontal pivots connecting said plates to said legs for vertical swinging, a pair of wheels on said plates parallel therewith for swinging into vertical and horizontal positions, respectively, by said plates to unfold and fold the wheels, a skid secured to said apex portion and together with said wheels when unfolded depending from said frame for supporting said frame in elevated position, a U-shaped handle having ends, horizontal pivots securing the ends of the handle to the rear ends of said legs for swinging of said handle into upwardly and rearwardly inclined position relative to said frame, braces connecting said handle to said legs to retain said handle in up-

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wardly and rearwardly inclined position, a rod, means detachably attaching said rod to said plates for holding said wheels unfolded when the rod is attached and to permit folding of said wheels when the rod is detached, and a plate inclined upwardly and rearwardly of said frame and cross-connecting said legs forwardly of said wheels and adapted for engagement by clamping means of an outboard motor.

2. An outboard carrier according to claim 1, and a member cross-connecting said legs adjacent said apex portion and adapted to seat a propeller end of the outboard motor and having a strap member thereon adapted to overlie and secure said end of the motor seated on said last named cross-connecting member.

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