

- [54] BRACKET FOR MOUNTING OUTBOARD
ENGINE BEHIND BOAT TRANSOM
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- [73] Assignee: Armstrong International Inc., Three
Rivers, Mich.
- [**] Term: 14 Years
- [21] Appl. No.: 690,030
- [22] Filed: Jan. 9, 1985
- [52] U.S. Cl. D12/317; D15/4;
D8/373
- [58] Field of Search D8/373, 363, 380;
248/640, 641, 642, 643, 300; 440/49, 50, 900;
D12/300, 317

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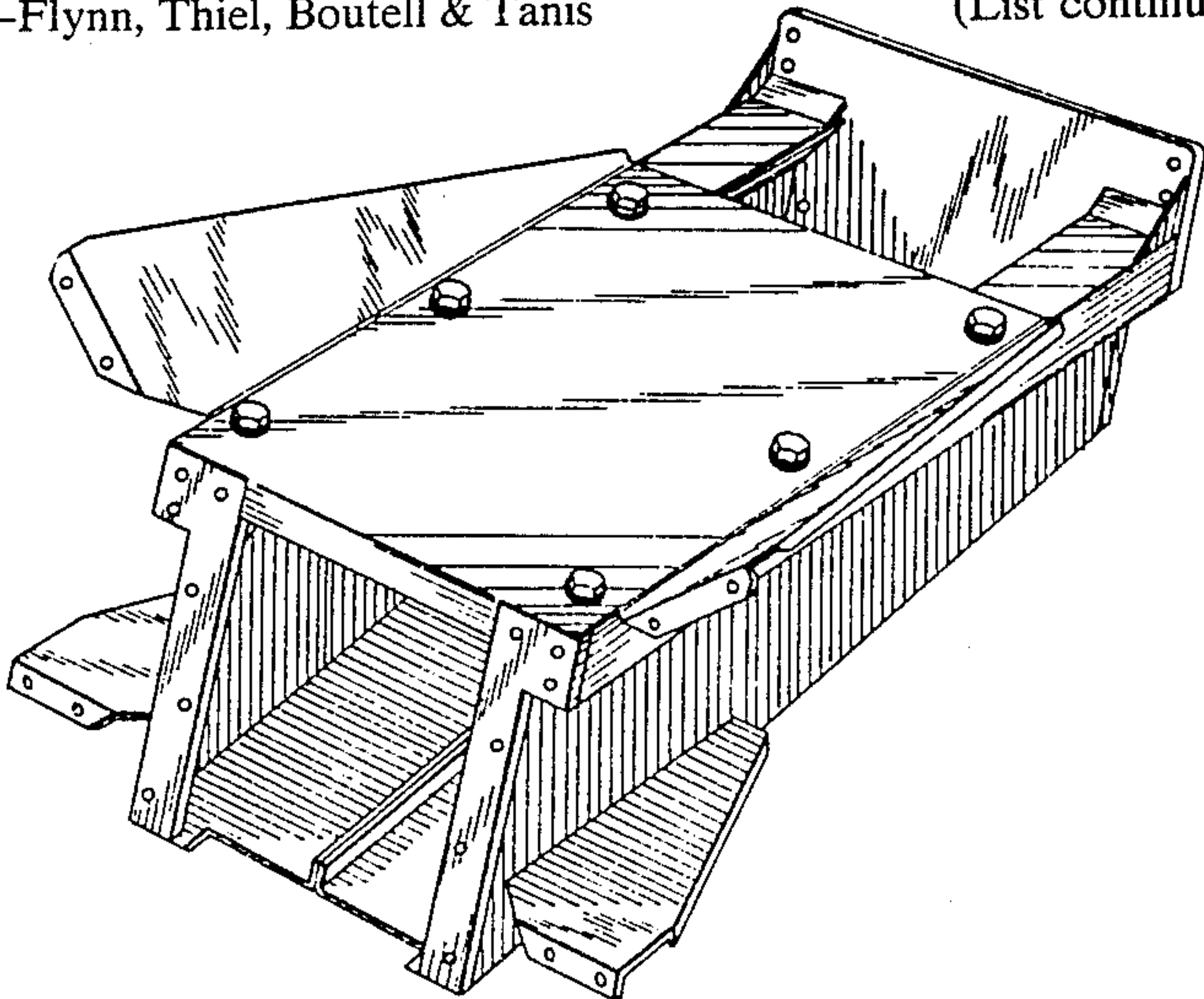
[57] CLAIM

The ornamental design for a bracket for mounting outboard engine behind boat transom, as shown and described.

DESCRIPTION

FIG. 1 is a front, top and right side perspective view of a bracket for mounting outboard engine behind boat transom showing my new design;
FIG. 2 is an enlarged top plan view thereof;
FIG. 3 is a left side elevational view thereof, the right side being a mirror image;
FIG. 4 is a bottom plan view thereof;
FIGS. 5 and 6 are respectively front and rear elevational views thereof;
FIG. 7 is a sectional view taken substantially on line VII—VII of FIG. 2;
FIG. 8 is a front, top and right side perspective view of a second embodiment thereof, the sole exception being the addition of a top wing unit incorporated at the front end;
FIG. 9 is an enlarged top plan view thereof;
FIG. 10 is a left side elevational view thereof, the right side view being a mirror image;
FIG. 11 is a bottom plan view thereof;
FIG. 12 is a front elevational view thereof;
FIG. 13 is a rear elevational view thereof;
FIG. 14 is a front, top and right side perspective view of a third embodiment thereof, the exception being the addition of lower, outwardly extending tapered wings incorporated at the front end;
FIG. 15 is an enlarged top plan view thereof;
FIG. 16 is a left side elevational view thereof, the right side being substantially a mirror image;
FIG. 17 is a bottom plan view thereof;
FIGS. 18 and 19 are respectively front and rear elevational views thereof; and
FIG. 20 is a perspective view thereof similar to FIG. 1, the sole differences being (1) the addition of a top wing unit at the front, and (2) the addition of lower outwardly extending tapered wings also at the front.
The broken line showing of a power boat and a outboard engine is for illustrative, environmental associa-

(List continued on next page.)



tional purposes only and forms no part of the claimed design.

The transom area of a conventional power boat and a conventional large outboard engine are shown in dotted lines in FIG. 3 with my new engine bracket design

typically installed to mount the outboard engine in spaced cantilevered relation from the rear face of the power boat transom, the structure shown in broken lines being provided as typical environmental structure and not being part of the design sought to be patented.

FIG. 1

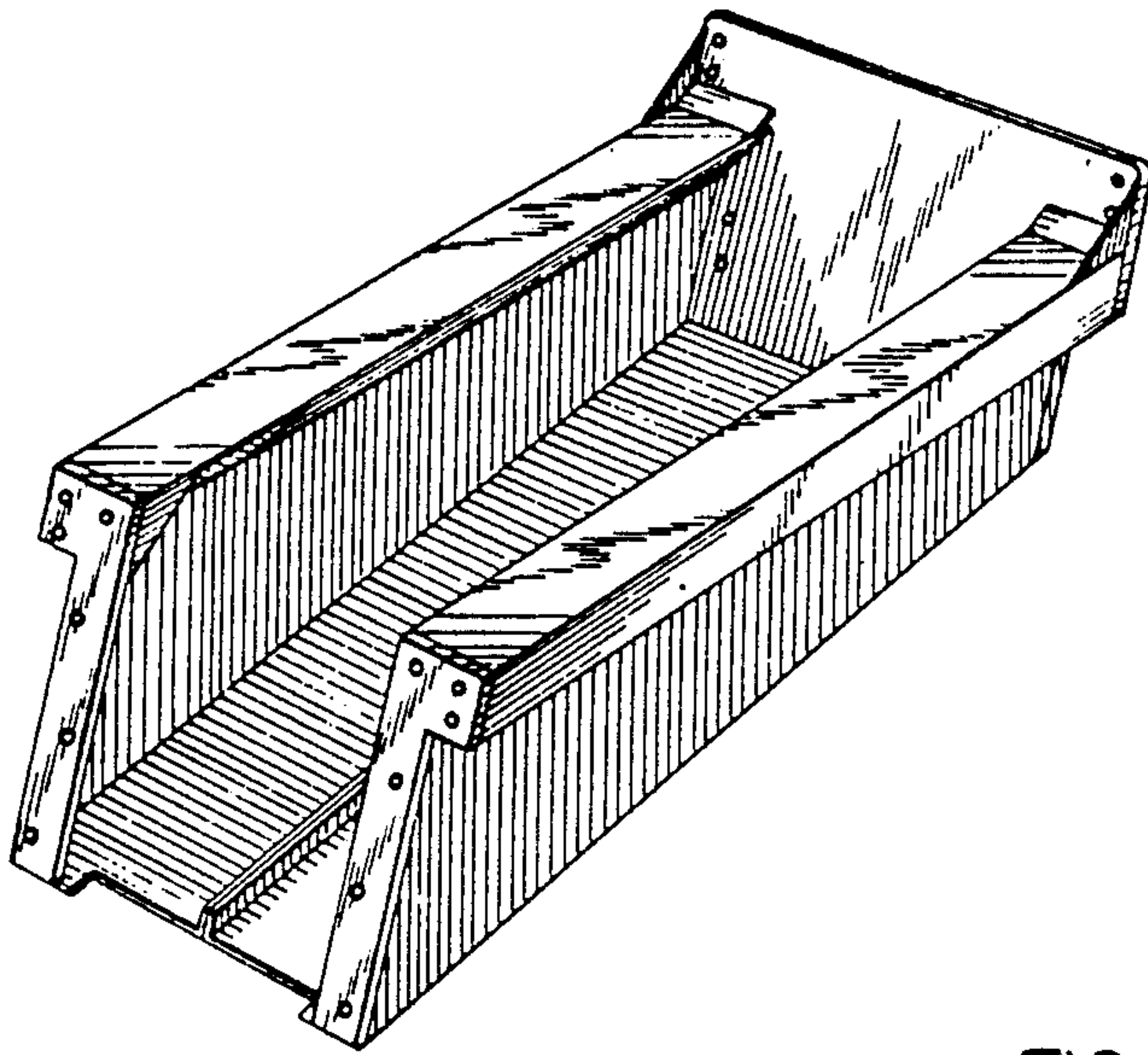


FIG. 2

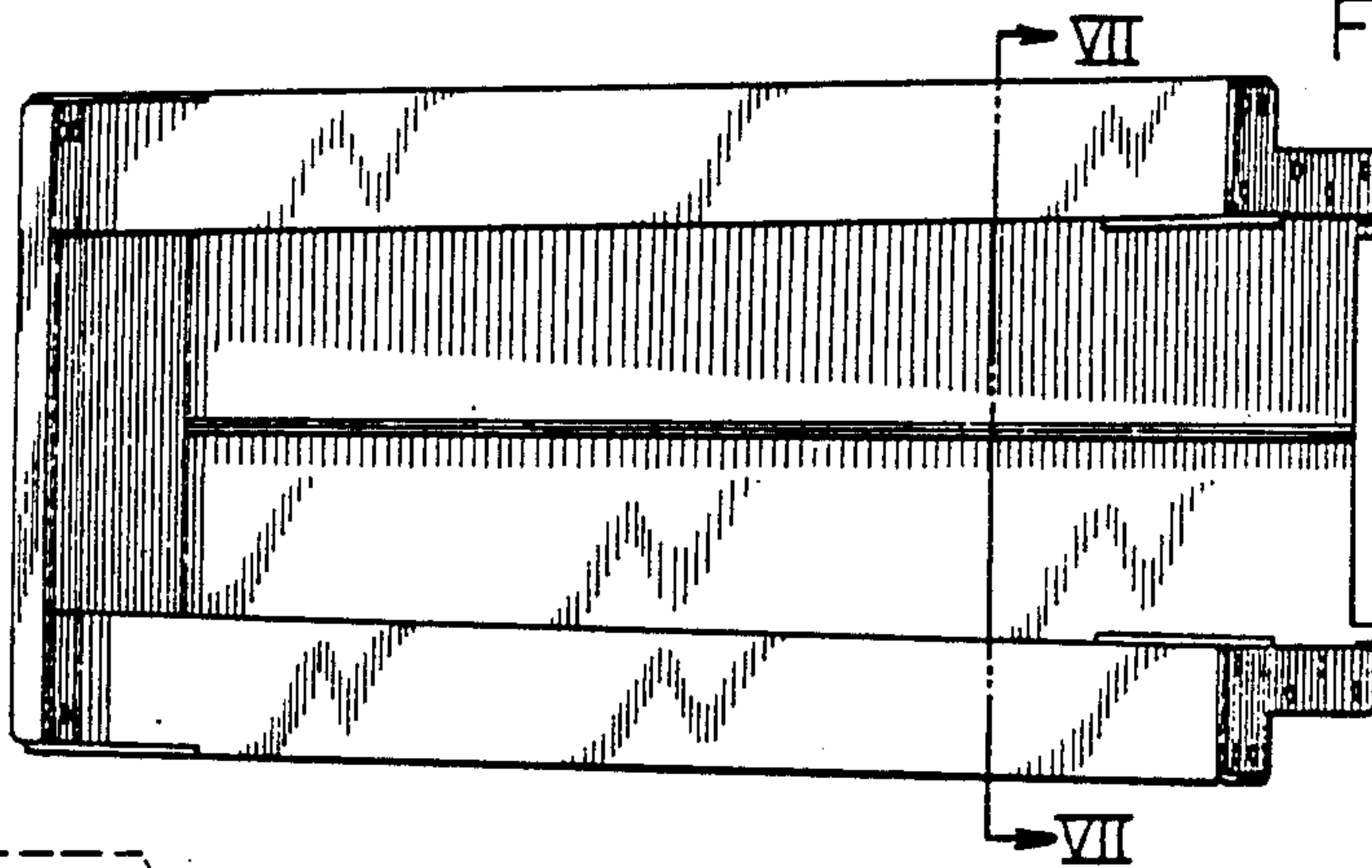
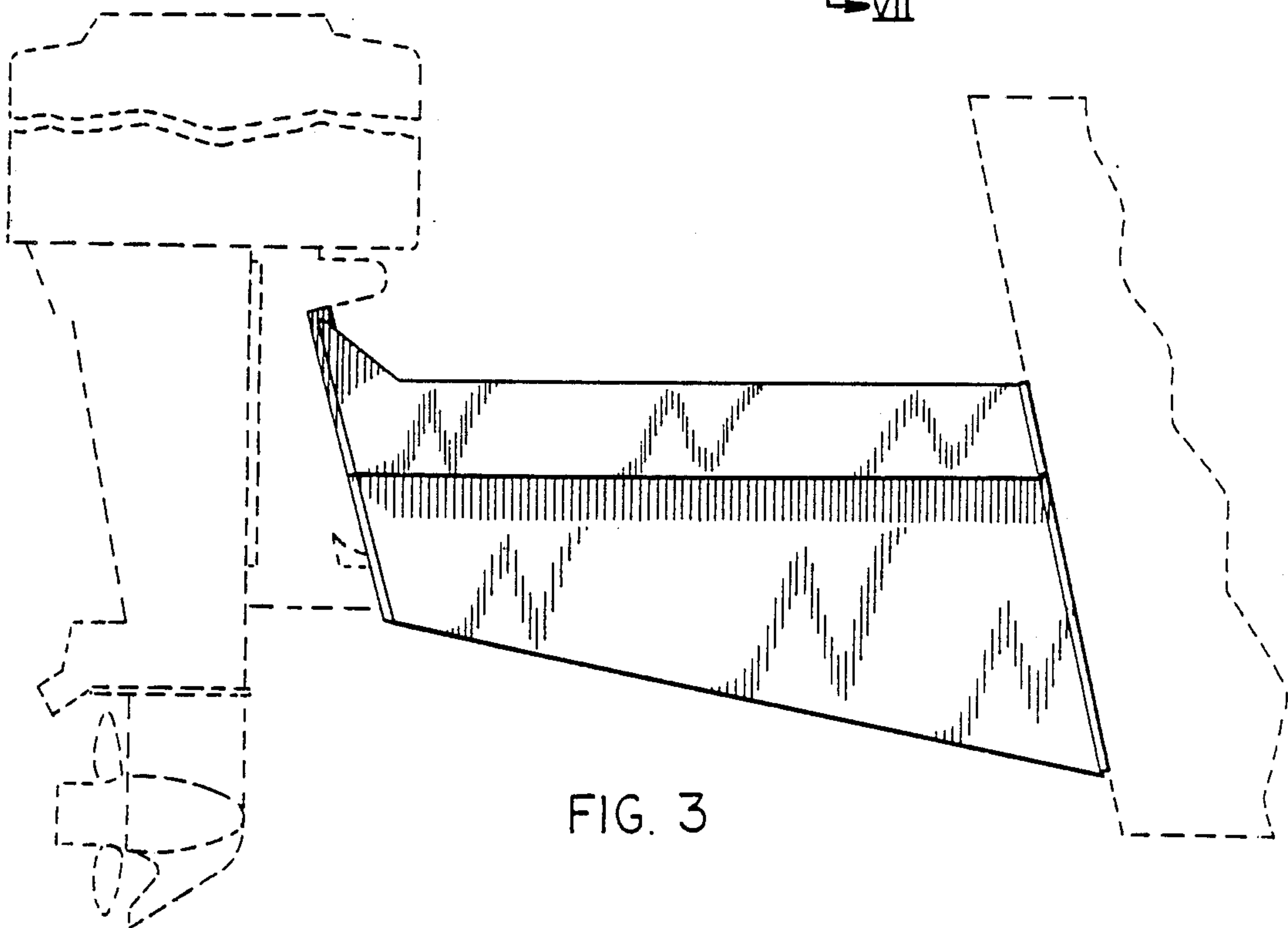


FIG. 3



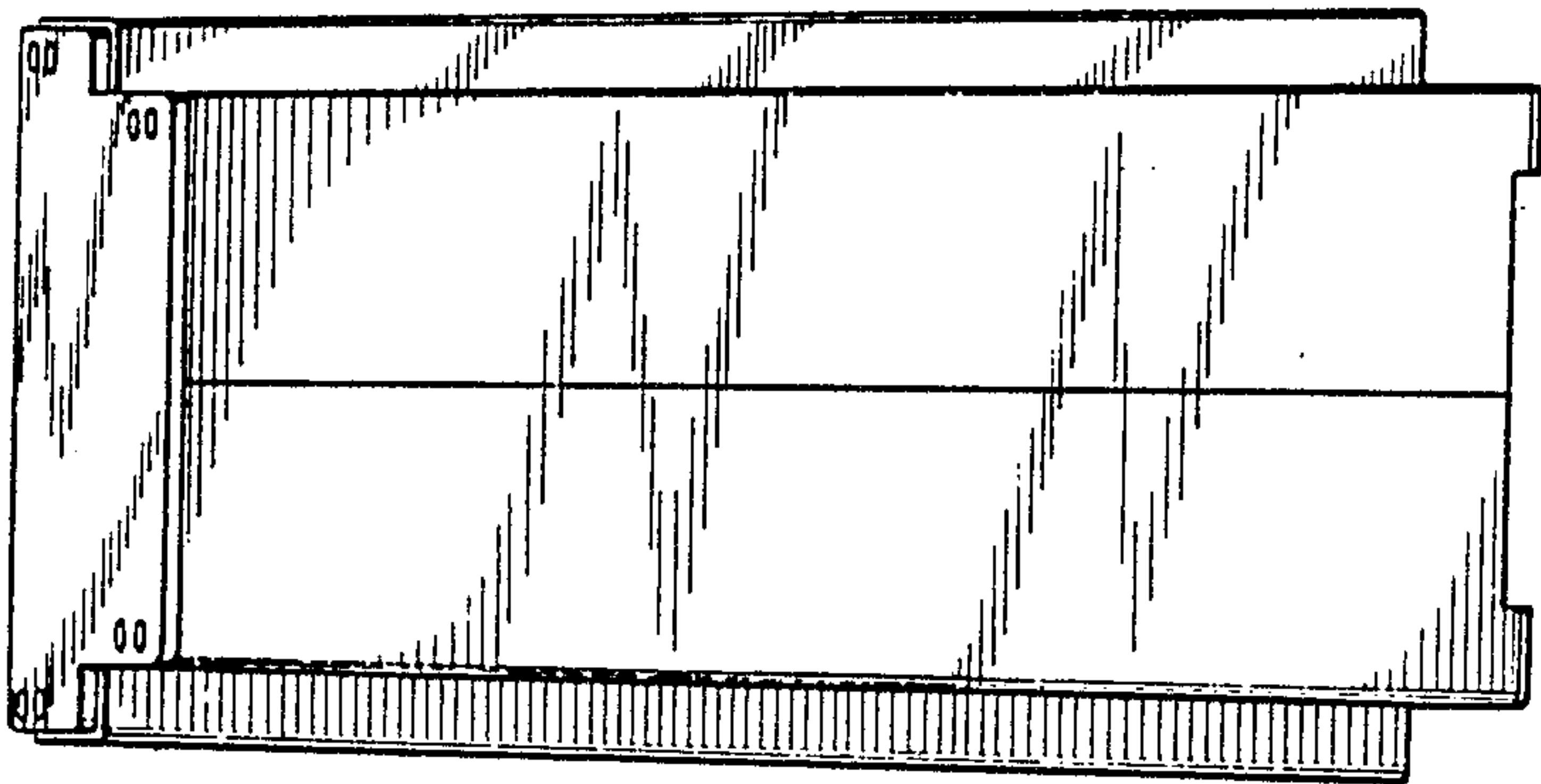


FIG. 4

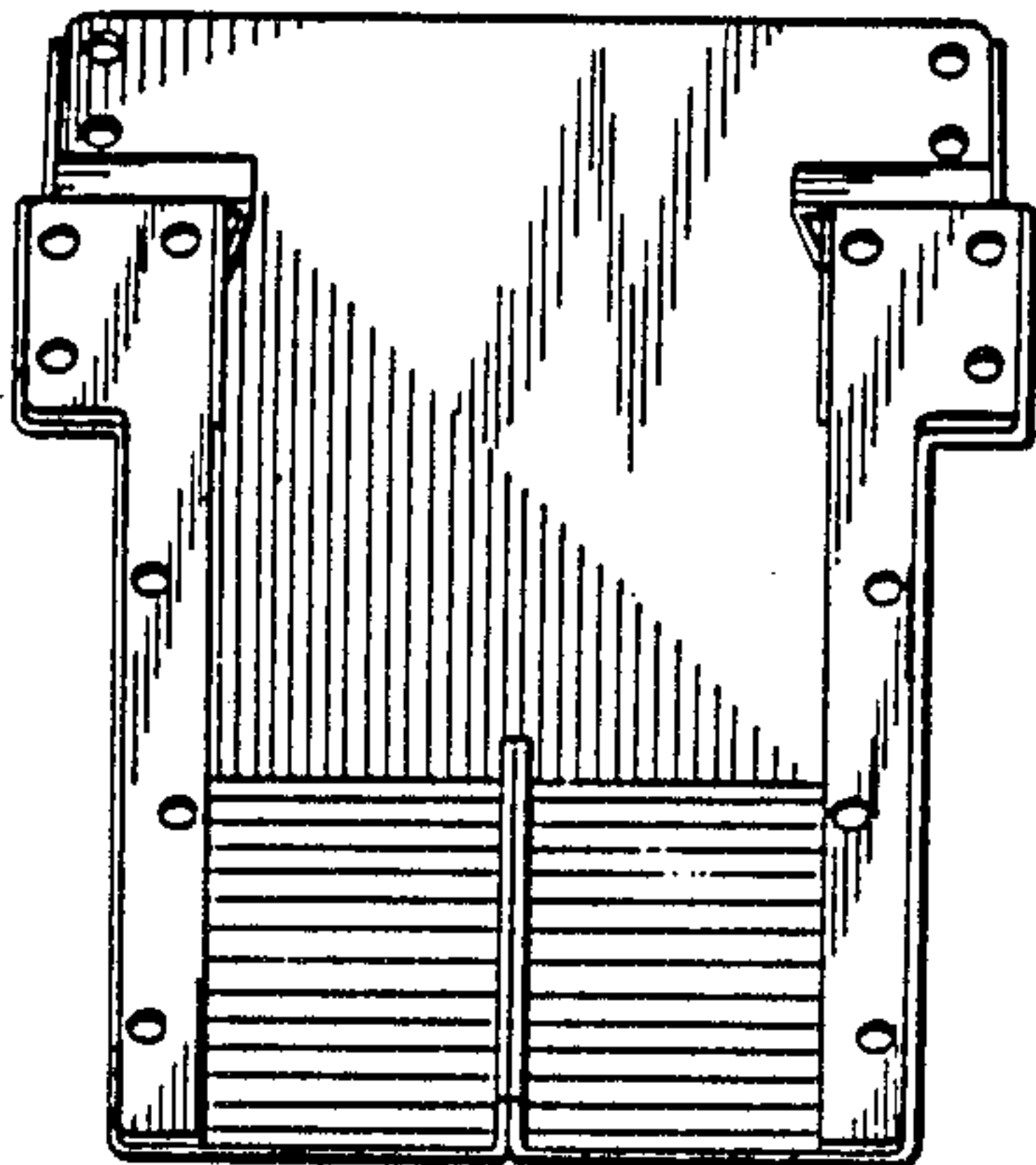


FIG. 5

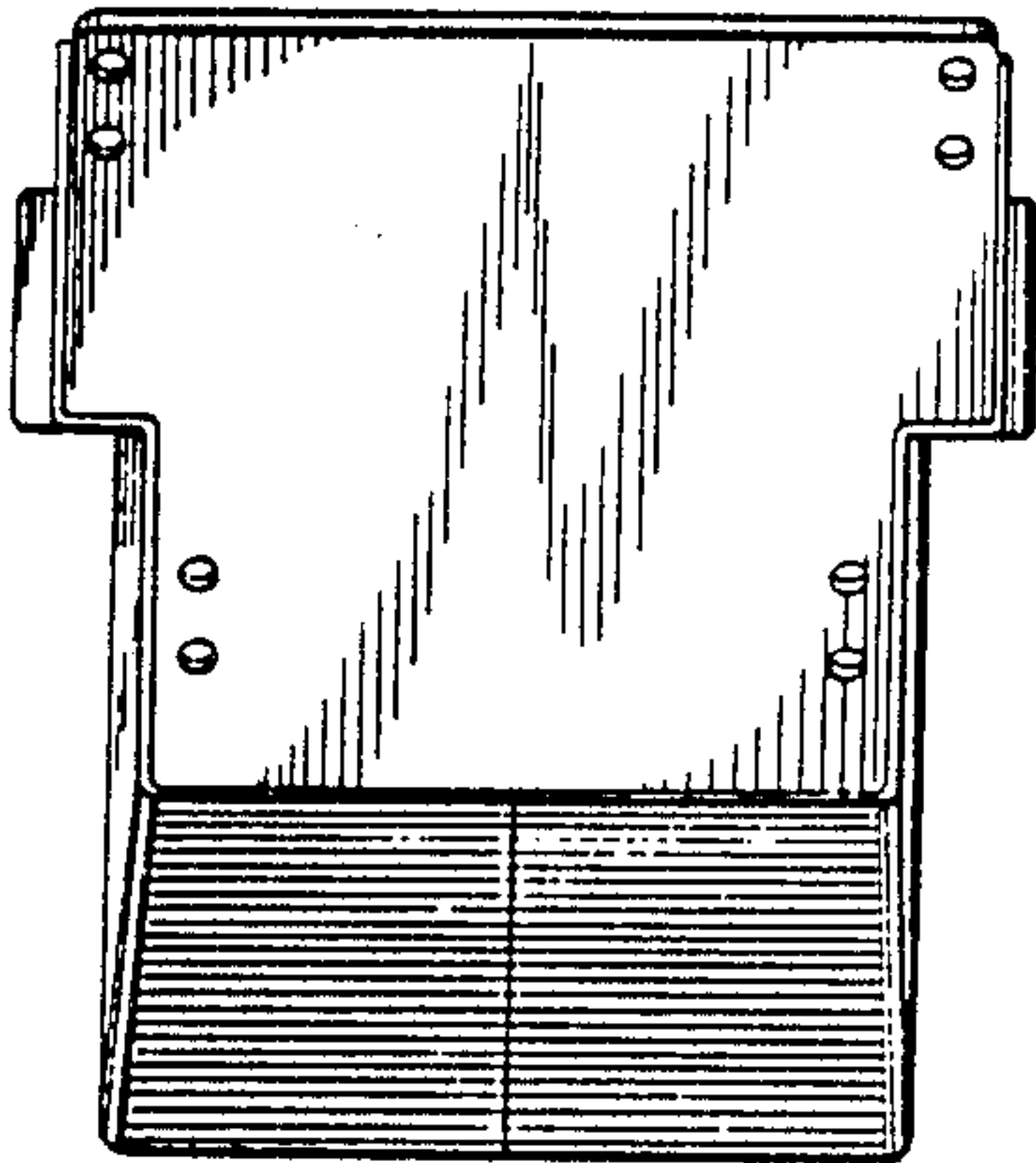


FIG. 6

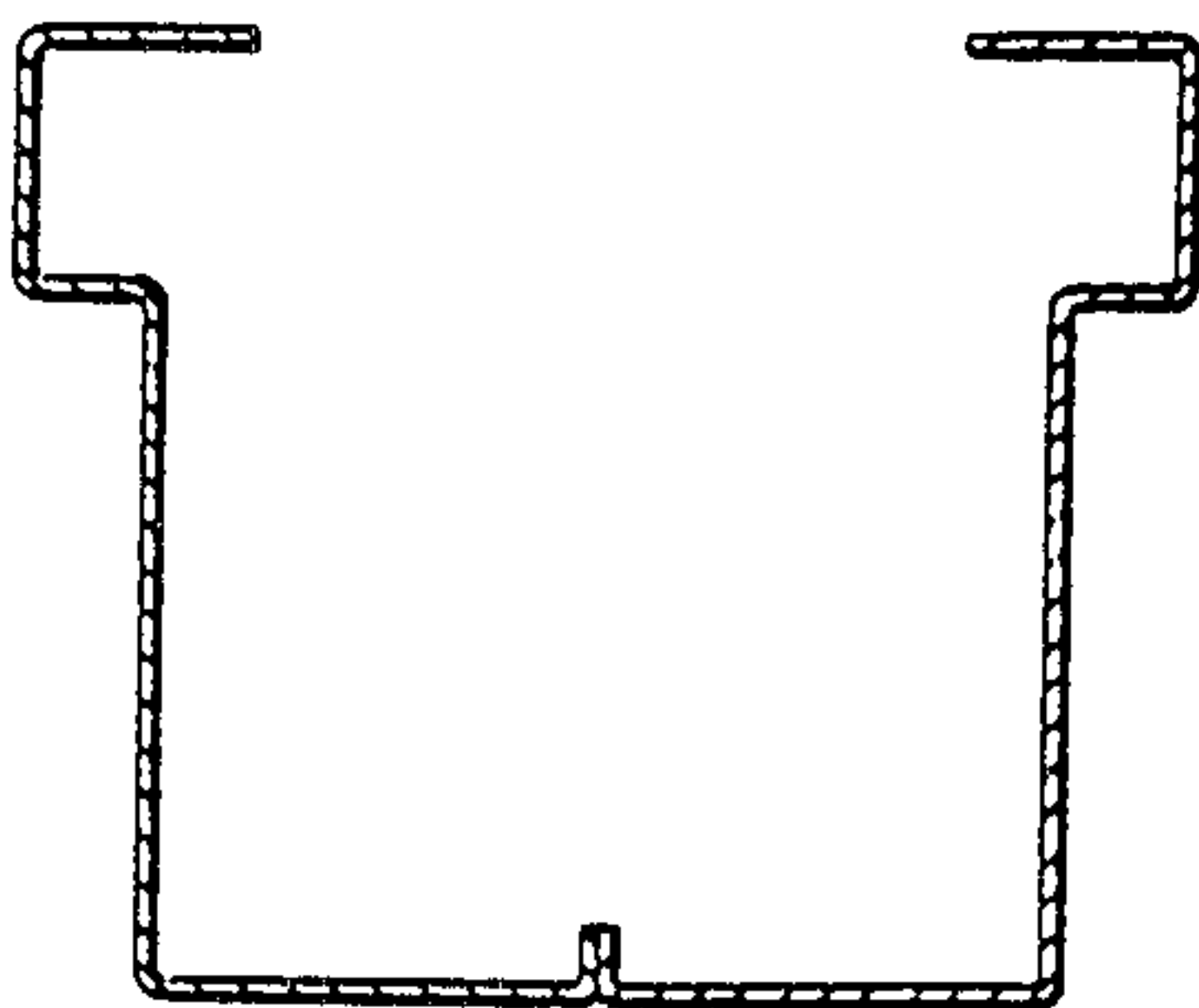


FIG. 7

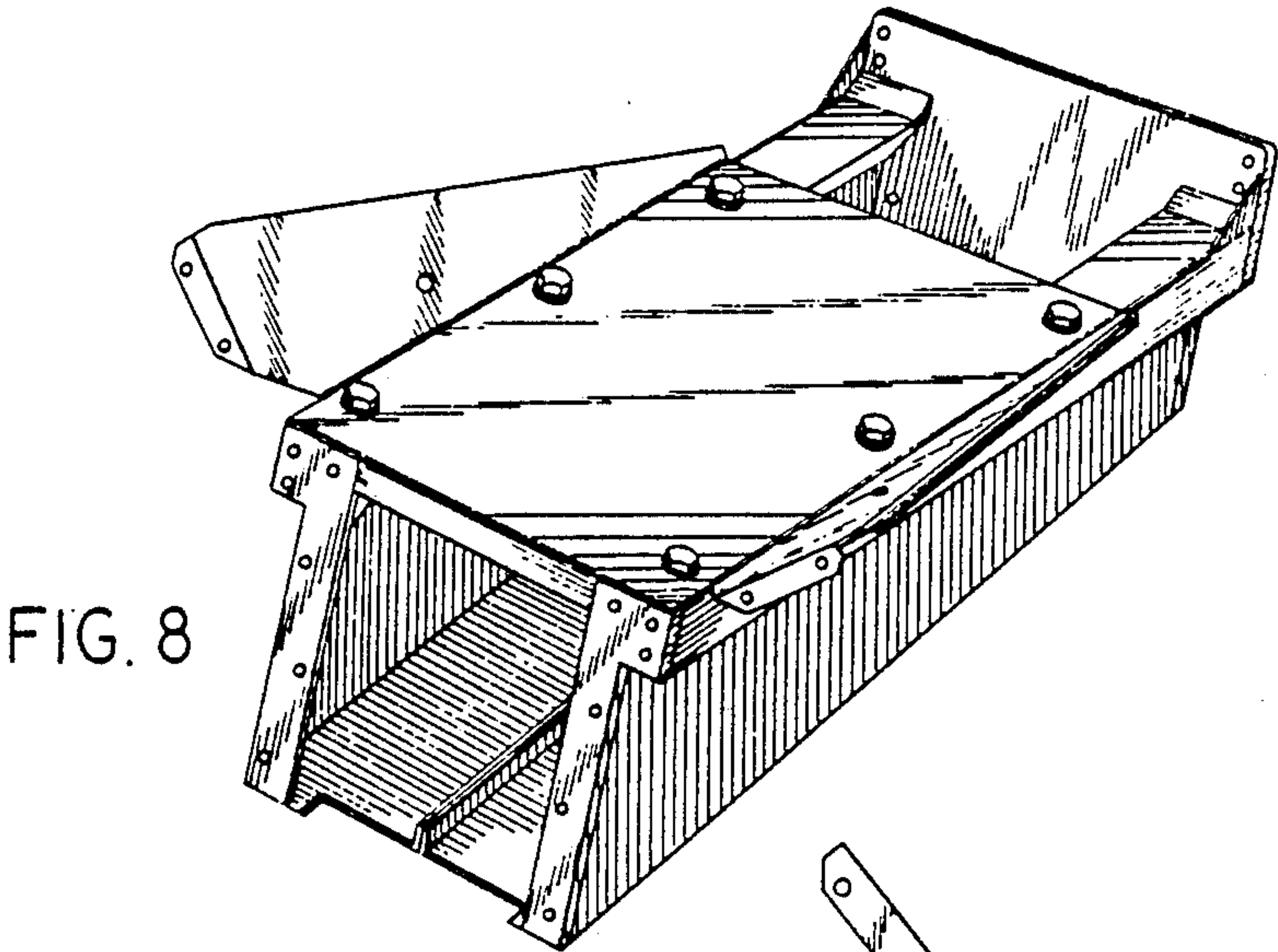


FIG. 8

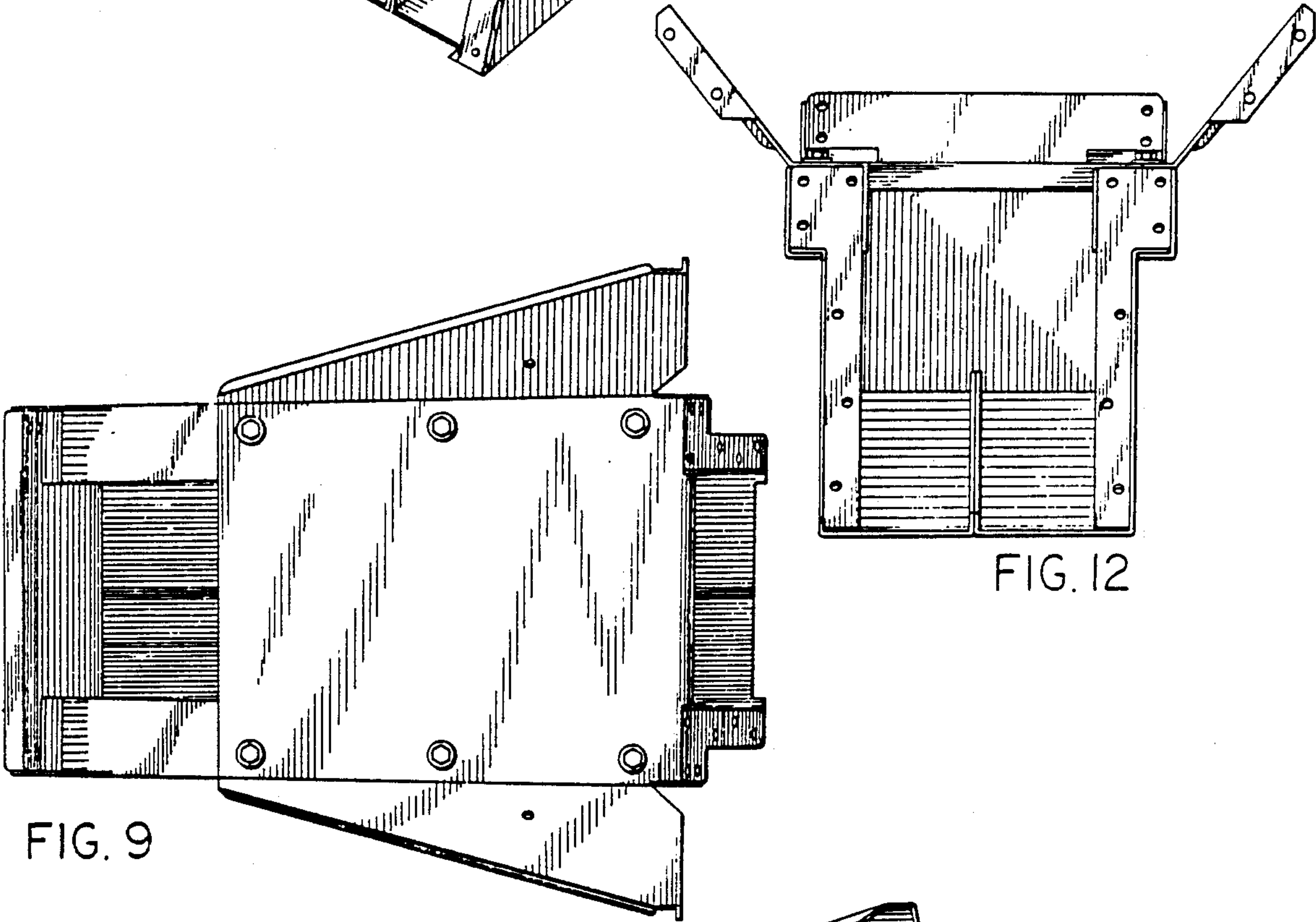


FIG. 9

FIG. 12

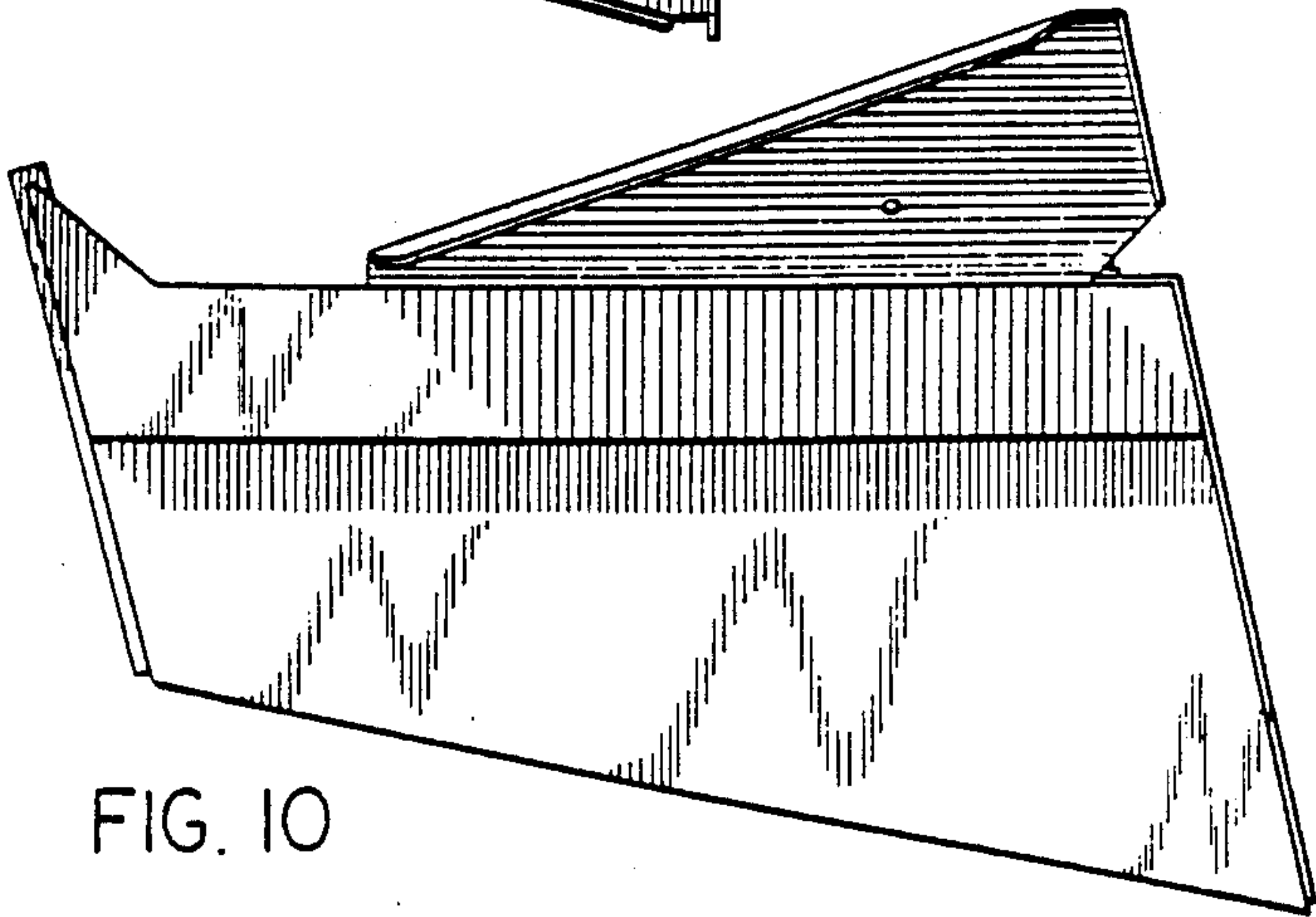


FIG. 10

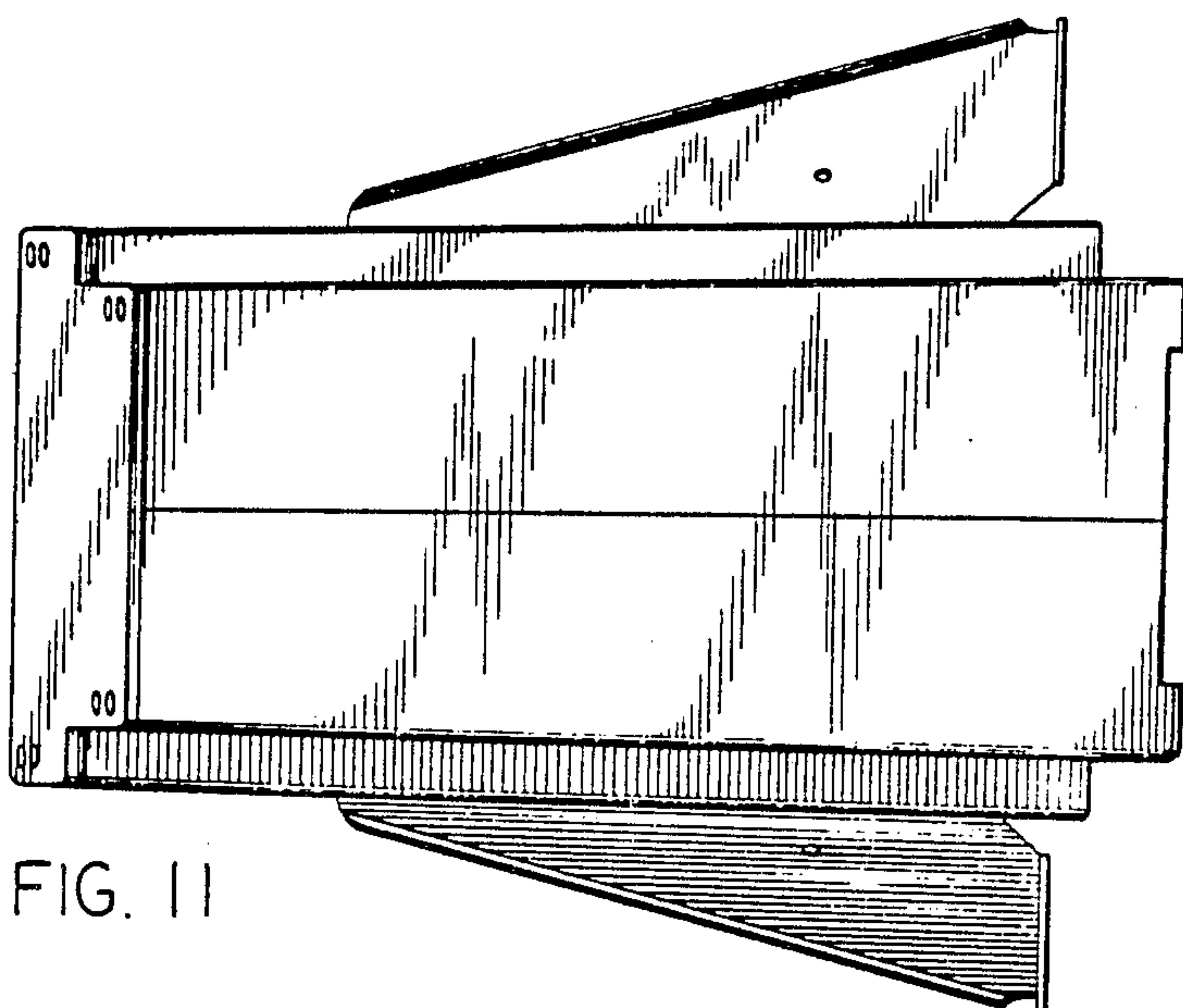


FIG. 11

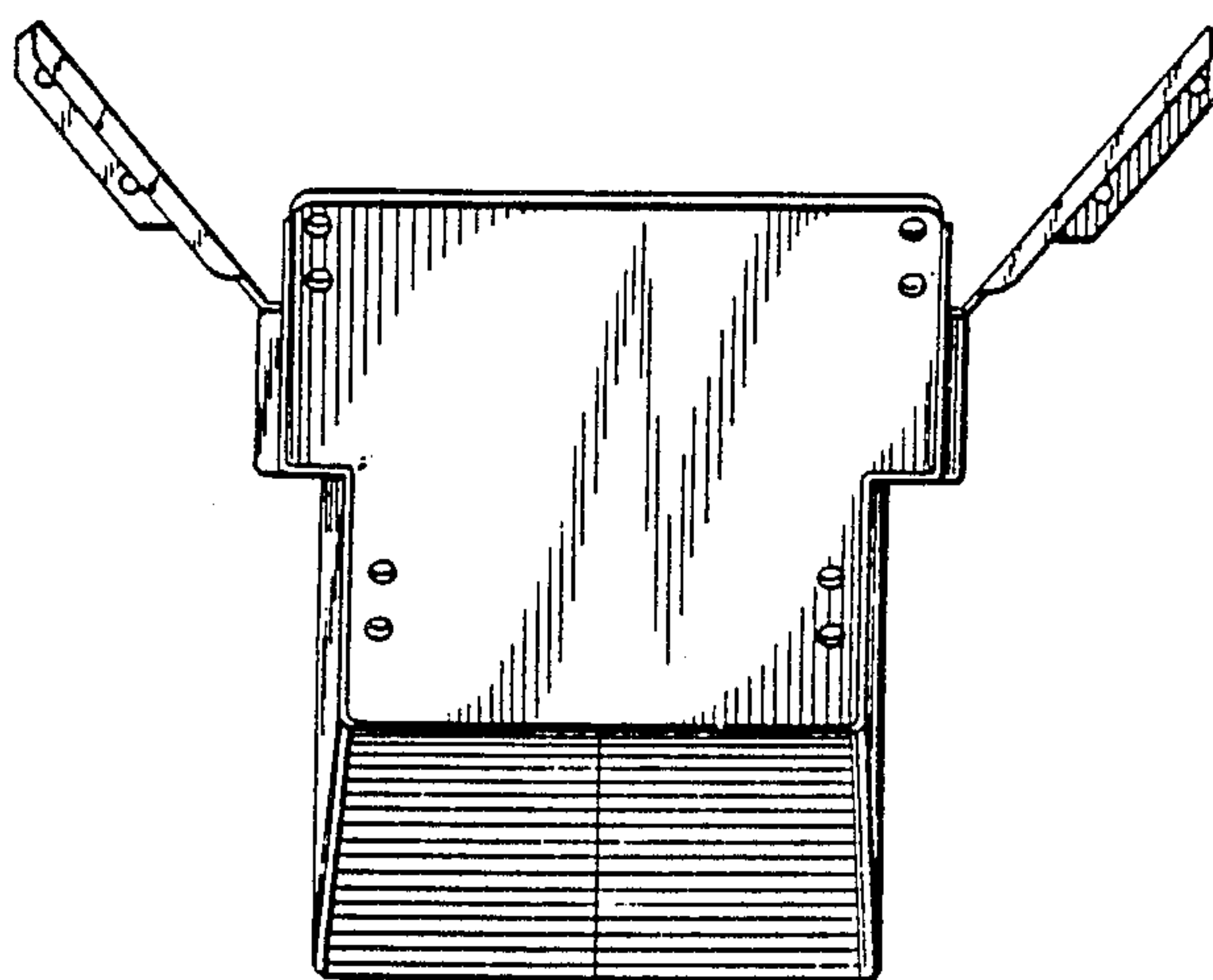


FIG. 13

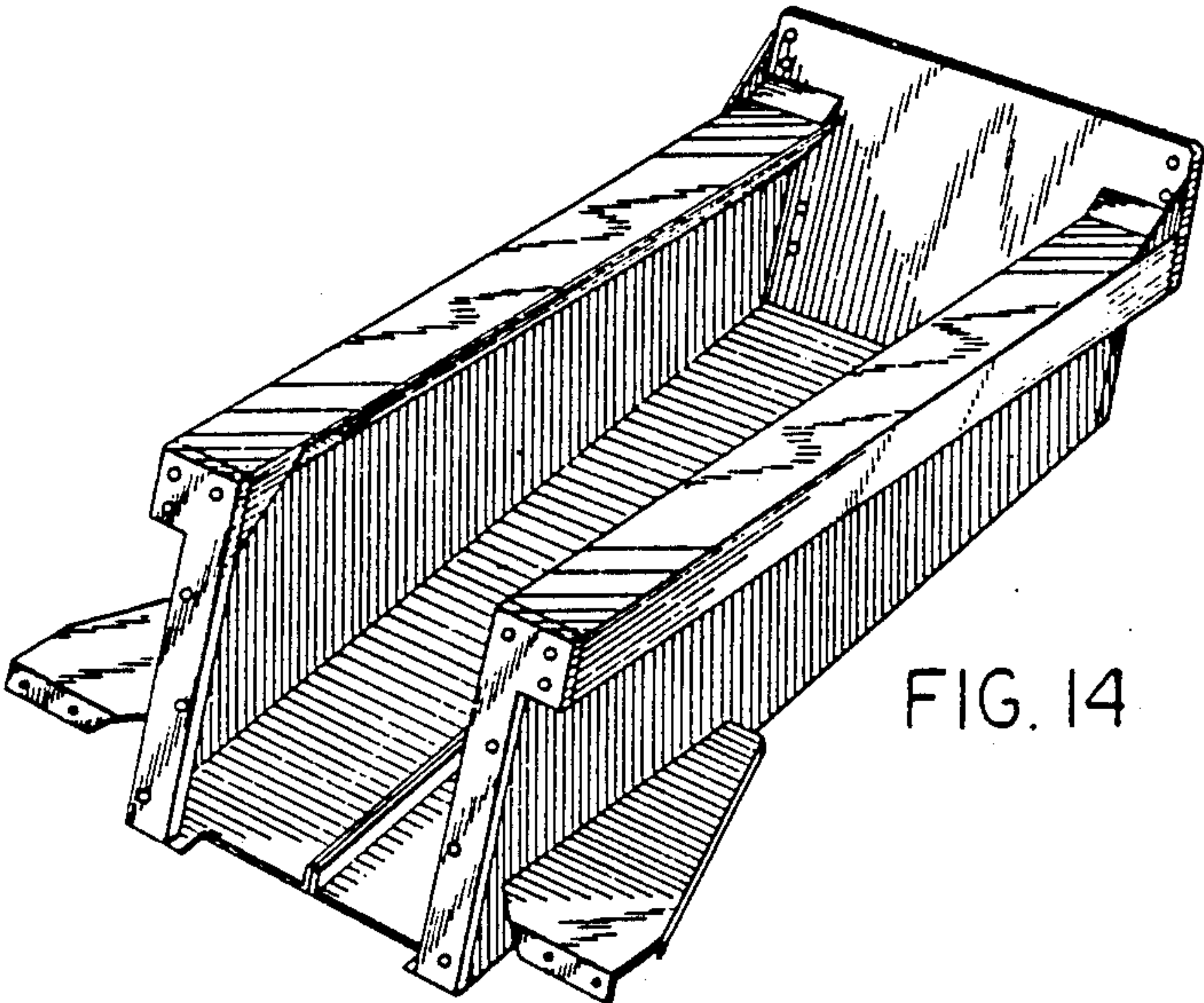


FIG. 14

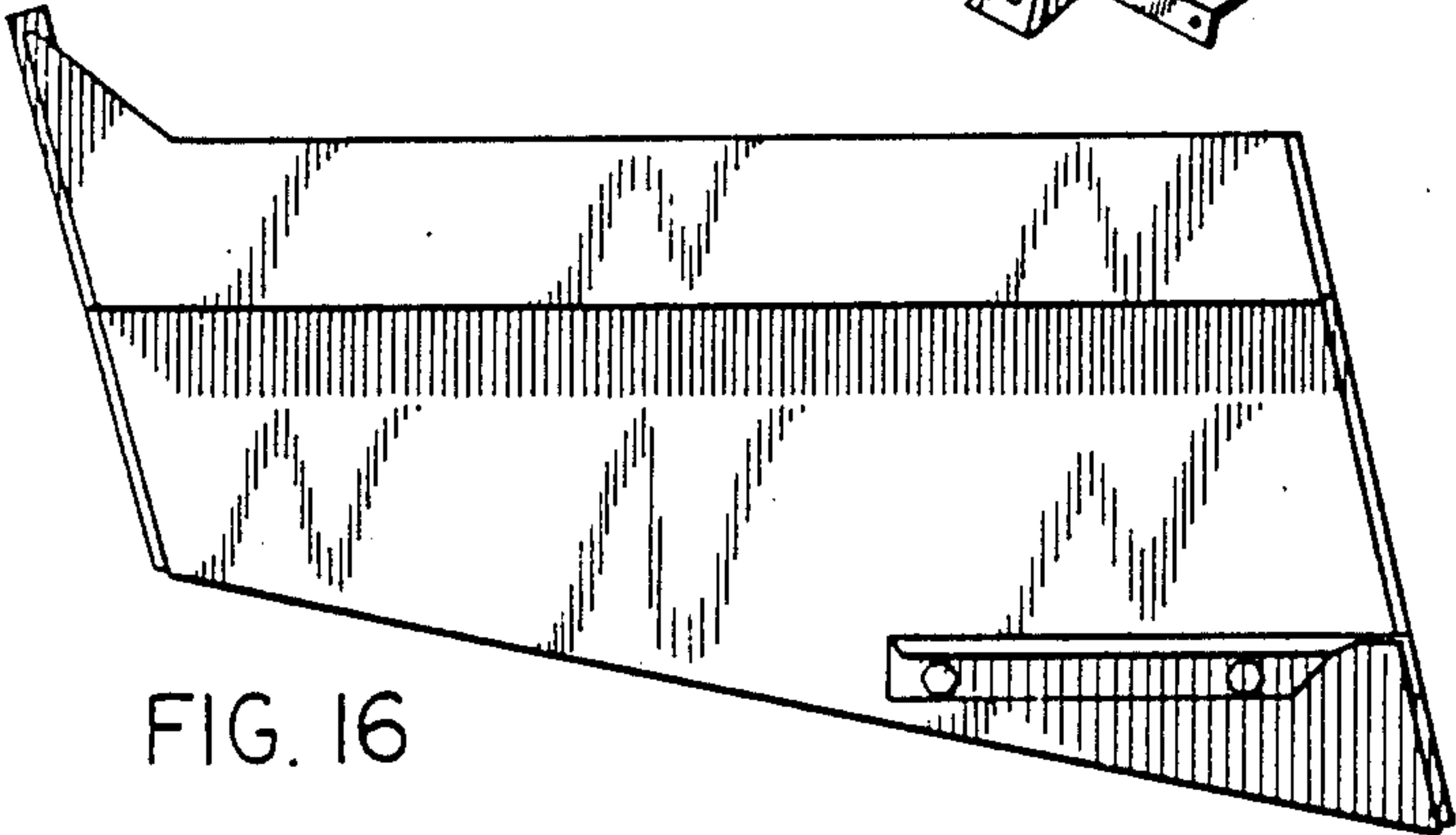


FIG. 16

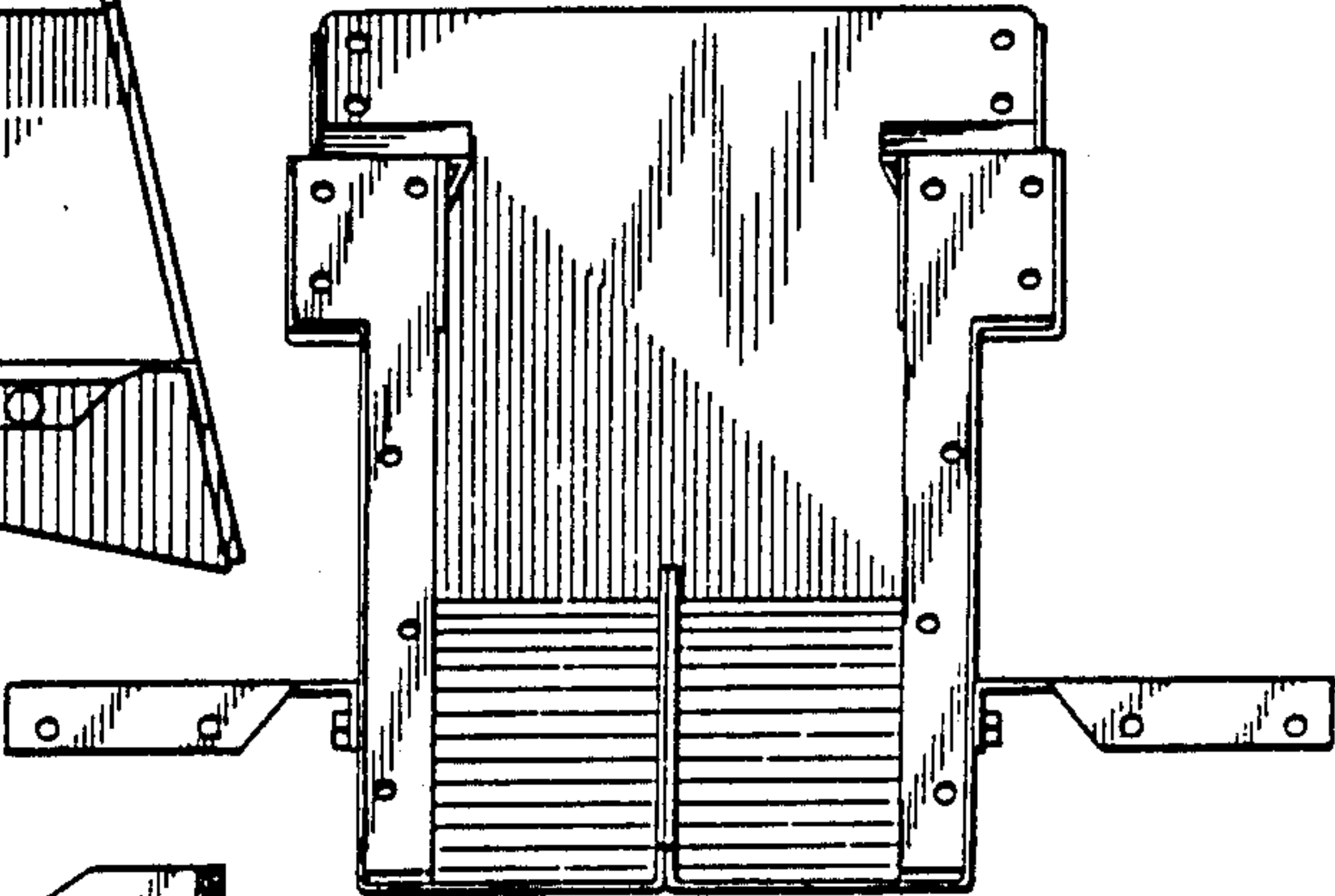


FIG. 18

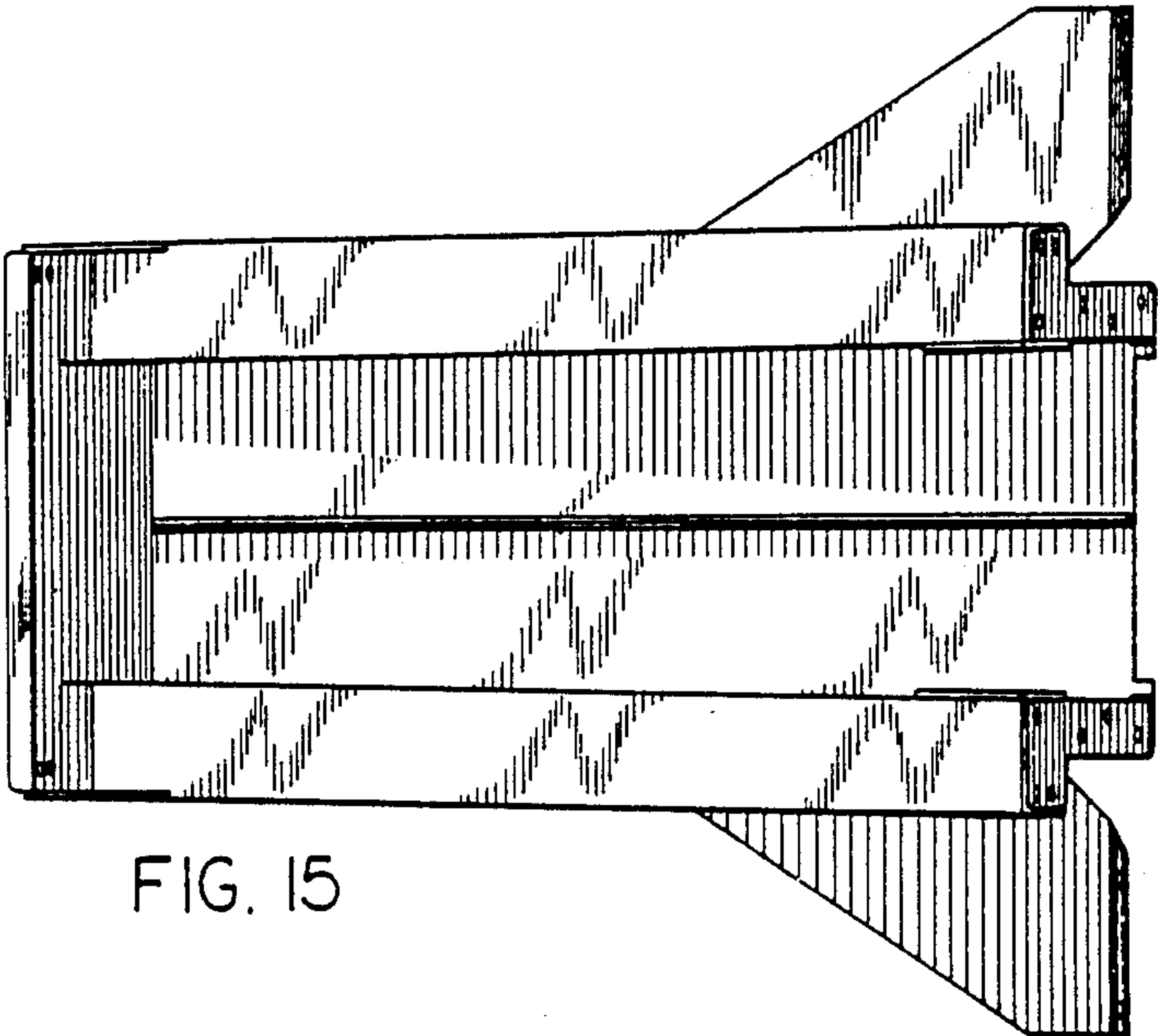


FIG. 15

