As of 2/2/12 the Baja Drivetrain Design Team has contacted Gaged Engineering and placed an order for a GX-9 CVT. This CVT features an initial drive ratio on 3.9:1 and a final drive ratio of 0.9:1. We are currently in the process of calculating the gear ratios that will be used in the belt drive assembly itself. Previous Baja teams have used a ratio of 11:1, however we believe that a ratio around 7:1 will be the most effective in conjunction with the new CVT. Once these values are calculated, and ratios determined, the exact dimensions of the housing will be decided using the ratio/gear size data that we found.

All of the design layouts for the new suspension were created last semester. This semester will focus on the building and testing of the front and rear suspension components. The front control arms are about eighty-five percent complete at this point. The control arm jigs have been made to ensure the precision and accuracy of the production of the arms. All of the necessary materials to complete the A-arms have been ordered and received. Four controls were completed, but the threads on the insert for one of the heim joints were damaged. This means that whole arm has to be re-bent and welded together because of the extent of the damage to the threads. We are still currently awaiting the arrival of the rear suspension materials. Once these materials come in, a similar process to the front arms will begin with the rear arms.