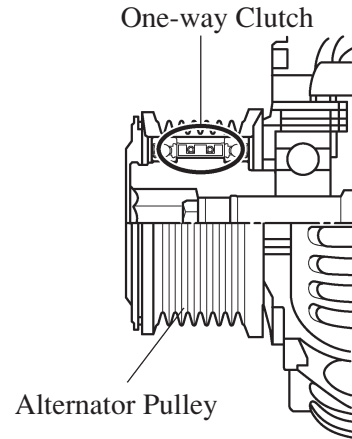


■ CHARGING SYSTEM

- As on the 2TR-FE engine model, a compact and lightweight segment conductor type alternator (SE08 type) that generates a high amperage output in a highly efficient manner has been adopted as standard equipment on models except the Central and South American models. For details on this alternator, [see page EG-28](#).
- The Central and South American models have adopted the conventional (KCB1 type) alternator made by Bosch.
- A one-way clutch function has been provided in the pulley of 2 type alternators to absorb the fluctuations in the engine speed, thus significantly reducing the damage sustained by the drive belt.



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Service Tip

SST (09820-63020) has been established due to the adoption of a pulley with the one-way clutch function. For details, refer to the Hilux Repair Manual.

■ STARTING SYSTEM

- As on the Central and South American 2TR-FE engine models, a planetary reduction type starter with an interpolar magnet (DW2.2 type) has been adopted on the Central and South American models (except KUN26L-PRPSYG). For details on the interpolar magnet, [see page EG-32](#).
- The models except those indicated above use a conventional reduction type starter (RA2.0, R2.2, or R2.7 type).