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The 5L-E is a 3.0 L (2,986 cc) EFI version of the 5L engine. It is the latest member of the L family. It has a bore of 99.5 mm and stroke of 96.0 mm, with a compression ratio of 22.2:1. Output (as fitted to the Hilux is 97 PS (71 kW) at 4,000 rpm with 192 N·m (142 ft·lb) of torque at 2,400 rpm. Power output varies according to fitment.

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The 5L-E is a 3.0 L (2,986 cc) EFI version of the 5L engine. It is the latest member of the L family. It has a bore and stroke of 99.5 mm × 96 mm (3.92 in × 3.78 in), with a compression ratio of 22.2:1.

Toyota L engine - Wikipedia

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One variation is known simply as the 5L while the other is known as the 5L-E which is a different animal. The standard 5L is run with a mechanical rotary pump fuel injection system, while the 5L-E is run by an efi rotary pump fuel injection system which is completely dependant on an ECU and wiring harness, so be sure to know which of the two you are after. The 5L is a highly sought after diesel engine for conversion purposes as it is a simple and ideal upgrade for the older 2.4ltr (2L) and ...

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