KLDE (1993-1997) U.S.

* 164 horse power with 156 ft/lb torque
* Compression ratio of 9.2:1
* 84.5 mm bore, 74.2 mm stroke
* Uses OBD-I through 1995
* 1996-1997 OBD-II
* 220cc Fuel injectors

If you have a stock 1993-1997 Probe GT, 626 V6, or an MX-6 V6 you have a KLDE.

* A common upgrade is to swap the stock intake manifold with a KLZE manifold. The DE manifold has oval intake runners while the ZE has square runners, so port matching is a must for best results. Also the ZE has no place for an EGR valve so if you live in a state with emissions testing or are annoyed by the CEL being on constantly this may not be the route for you. A good alternative would be to get a KLG4 manifold to swap. With proper porting and knife edging the gains will be about the same, but the runners are the same shape and it has an EGR valve. This makes it a simple swap.
* The DE uses a VAF which can be very restrictive compared to a MAF
* The KLDE uses a distributor cap. This has its ups and downs, but be aware that the distributor is driven by a gear with the cam shaft, so any swaps will need to have this gear. The cam shafts use whats called a Hydraulic Lash Adjuster or HLA for short. The HLA can cause many headaches with the car so be aware if you hear em tapping.
* The DE uses OBD-I and has some ECU upgrade options.
* Generally a KLDE will put out less power than a KLZE running similar components with the same amount of boost
* From what I can gather the recommended boost pressure is about 6psi, although I have heard of a daily driver pushing 15psi for about 7 months on stock internals.
* The KLDE uses better stock retainers than a KLZE

KLG4 (1998-2002) U.S.

* 170 horse power with 163 ft/lb torque
* Compression ratio of 9.5:1
* 84.6 mm bore, 74.2 mm stroke
* Uses OBD-II
* 220cc Injectors

If you have a stock 1998-2002 626 then you have the KLG4. People commonly mistake this motor for the KLDE, while there are many similarities there are also many differences. The KLG4 is the last revision in the KL series. Many issues that plague the DE are resolved by the G4. Power wise it is in between the KLDE and KLZE.

* The KLG4 was introduced in 1998 so needless to say you won't find a stock MX-6 or Probe with one in it.
* The G4 uses an electronic coil pack system instead of a distributor cap.
* The G4 uses better solid lifters as opposed to the HLA system in previous models.
* The G4 uses a MAF sensor for better intake flow and more accurate readings.
* The KLG4 has the lightest crank out of the three variations (I believe about 7 lbs lighter) this reduces rotating mass...its a good thing.
* The G4 is OBD-II only
* Most parts/upgrades for the KLDE will bolt right up to the KLG4
* The power band of the G4 is shifted slightly to the right compared to the DE
* As far as I can find the ECU in the G4 is un-tweakable...
* The KLG4 can handle boost with stock internals best out of the three variations (according to members on the forums anyway) , that is it will be least likely to be damaged due to boost when compared to a DE or ZE with the same pressure under the same conditions...think apples to apples..

KLZE (J-Spec)  
  
I want to start off by saying that there is a lack of concrete information in regards to the KLZE. With that in mind I will present the info that I have found...

* The KLZE is said to have anywhere from 190 horse power all the way up to just over 200 horse power.
* Torque is in the area of 165+ ft/lbs
* Uses more aggressive cams that allow for longer lift durations.
* Has a compression ratio of 10.0:1
* Can be put into any V6 626 with little modification (as long as you use all of your current sensors and ECU)
* Said to be best bang for buck when power is concerned
* Has NO EGR valve so to prevent a CEL the EGR should be left plugged in to vacuum lines and electrical connection...
* Mods to first generation DE ECUs can be made to take further advantage of the cams
* There are two variants available, a straight neck and a curved neck. (Straight neck is usually more spendy but better, curved necks are often used in MX-3s due to smaller engine bay)
* There are curved neck ZEs that have standard compression pistons, and standard compression cams! So be sure to get a look at the stamp on the cams if you are considering a ZE. Thanks to MonoxideChild for the info on that!
* They will produce more power with lower amounts of boost due to the higher compression ratio ( this also makes them run a higher risk of internal damage)
* An after market air intake should be used since the stock DE and G4 intake box will mount up properly. (Not sure if this is fact or fiction since I have not had a ZE)
* In a nutshell the extra power comes from higher compression pistons, different intake manifold, and more aggressive cam shafts.
* KLZE uses the same 220cc fuel injectors as the DE and G4

Interchangeable parts between the three (Make your own KL hybrid variation!)  
Intake manifold (use the best one for your application)  
Transmissions (any KL, KF, K8, and KJ use the same bell housing! )  
The block  
Rods pistons bearings ect...  
Injectors (Millenia S or JE injectors are a good upgrade @ 280cc and a direct fit)