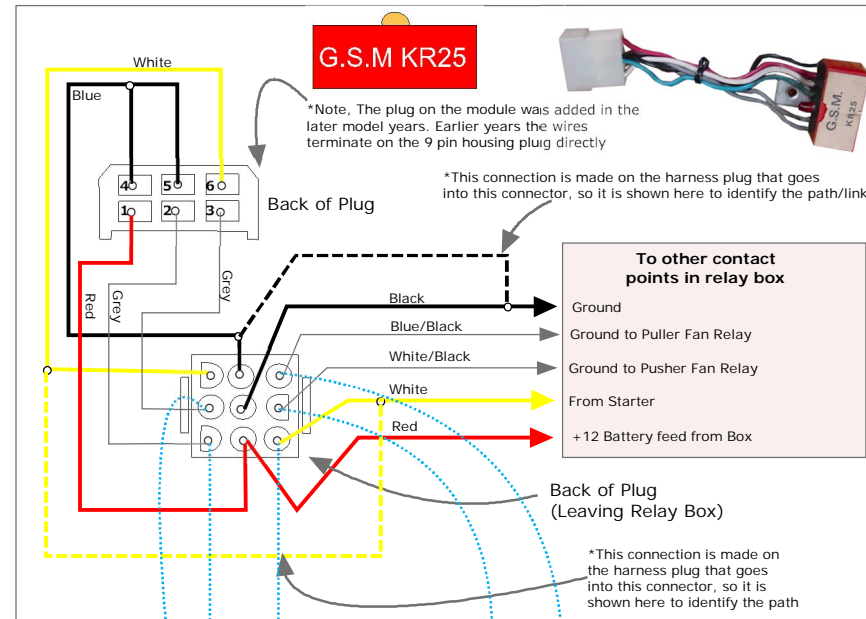
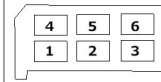


GSM KR25 Breakout/Function
Jason Jones - Lambostuff/Bullstuff - 6-2-2013 - GLA12025
Freely Distributable Rev 1.4

This information is being provided free of charge and with no warranties. I simply got very frustrated with the lack of information, proper documentation and general mystery of the Countach's Wiring and EFI system. This is my personal documentation, use at your own risk as there are variances between VIN's, Markets and what color spool of wire they had that week. If you found value from it, I simply ask for the opportunity to earn your business.



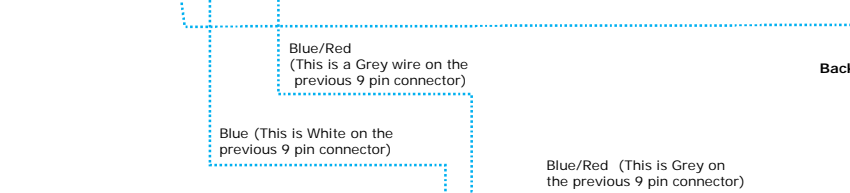
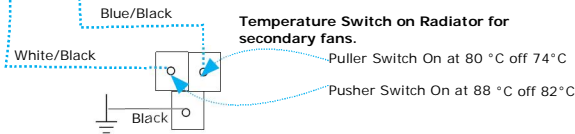
The G.S.M. KR25 wires and function



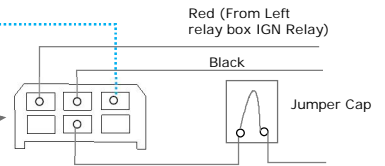
The Countach's distributor has two sets of pickups. Although only one is used at a time, the placement of these pickups are slightly different allowing it to advance or delay the timing. The GSM KR25 is a device that adjusts the timing during cranking for a period of 5 seconds after cranking stops. This retards the timing slightly, which I believe is to provide for an easier start. Since this module is no longer available to order, I have developed a plug and play replacement that will be available after Summer 2013 with identical circuitry.

- Pin1 (Red) Also a +12 input direct from the battery so it is "hot" all the time.
- Pin2 (Grey) This is a ground return for the Advance timing relay. It attaches to a ground. The wire actually is routed all the way to just left of the Fuse box in the passenger compartment behind the dash. There is a spade connector that connects it to a ground wire. I found on my car it was loose initially.
- Pin3 (Grey) This goes to the timing advance/retard relay. This is a ground wire feed to activate this relay.
- Pin4 (Blue) This is a common Ground (odd that is not connected to #1 with inside the module or to Pin 2 since it needs the ground.)
- Pin5 (Blue) This is a common Ground (connected to Pin #1)
- Pin6 (White) This is a trigger wire for the starter. It runs in parallel from cranking, meaning the GSM does not control this wire, it does use it as a +12v input to sense when the car is being started,

Red line = +12 BAT
Yellow line = STARTER
Black line = GROUND

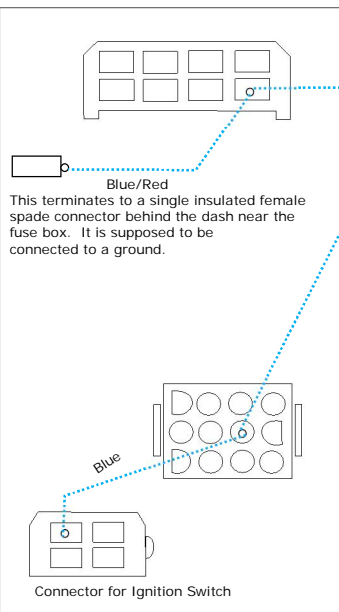


Back of Ignition Module connector

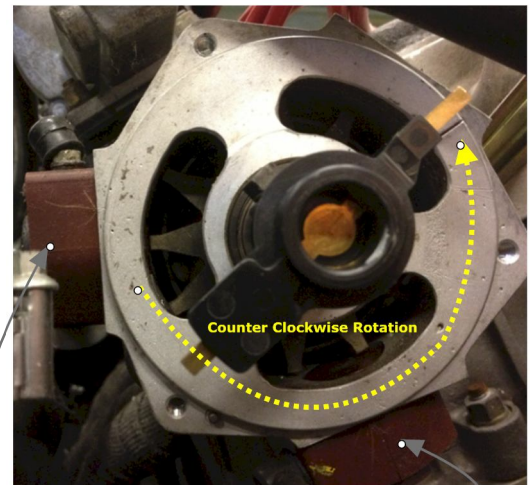
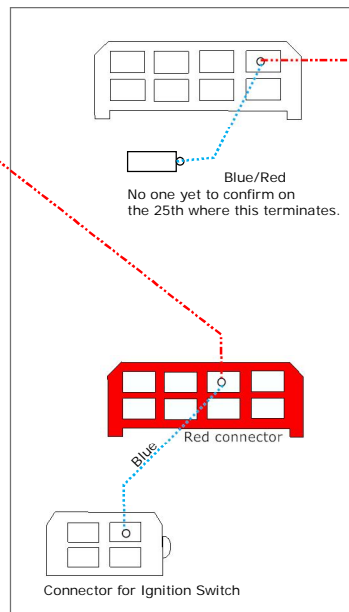


(Diagram shows path to model specific connector)

Forward Right/Rear 5000s Connectors



Forward Right Rear 25th Anniversary Connectors



Here are the two pickups in the distributor

*Note this is not the correct orientation of the distributor. This is only illustrating the magnetic pickups