FORD PERFORMANCE

MUSTANG CHALLENGE

January 13, 2025

Technical Service Bulletin – 17

Mustang Dark Horse R CAN FD 1 Circuit Bypass

Issue:

Some vehicles may have spread terminal(s) at C214 cavities 13 and/or 14, which can cause loss of CAN communication between the PCM (Powertrain Control Module) and other modules on the vehicle.

Note: Some vehicles with serial numbers 1-40 may have already had this procedure completed. See Step 1 in procedure section to verify. This applies to cars 1-40 only.

Action:

Follow procedure below to bypass CAN FD 1 circuits at C214 to correct potential concern.

Procedure:

Step 1: Verify if your vehicle has already had this procedure performed.

Connector C214 is located at the lower left A-pillar. (See Figures A&B below)

If your vehicle has a 2-pin Deutsch DTM connector with a GN-BN & YE-VT wires that are bypassing C214 cavities 13 & 14 as seen in Figure C, your vehicle has already had this TSB performed. No further action in needed.

If your vehicle does not have the 2-pin Deutsch DTM as seen in Figure C, continue to Step 2 to perform this modification.

Figure (A)

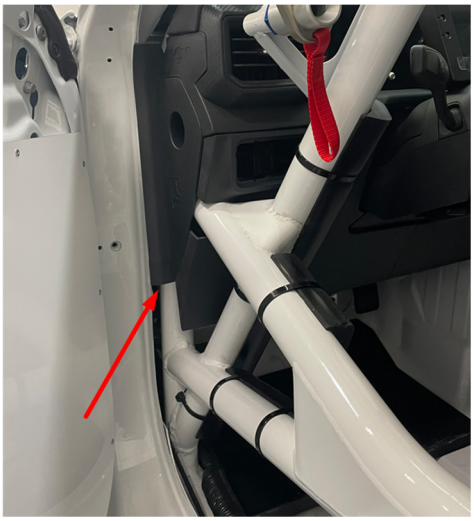


Figure (B)

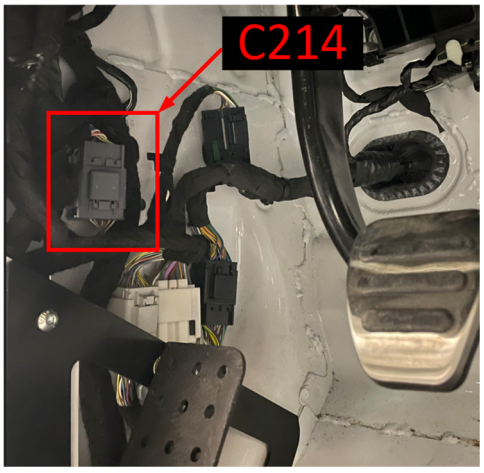
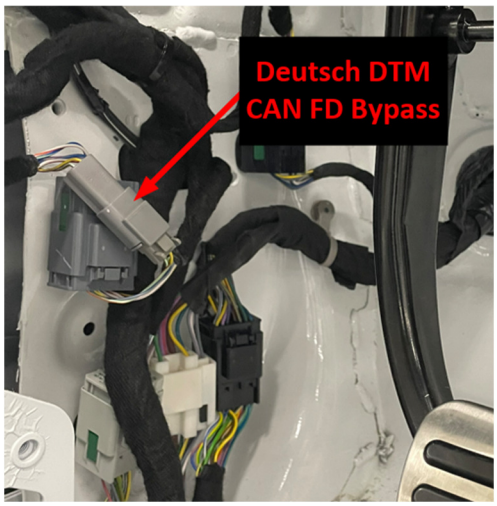


Figure (C)



Step 2:

Supplies needed are listed below in Figure D. Items are grouped by each mating connector. *Items listed in blue will build one complete connector with socket (female) contacts. Items listed in green will build one complete connector with pin (male) contacts.*

Figure (D)

Description	Part Number	Quantity
Connector Body	DTM06-2S	1
Contact Lock	WM-2S	1
Socket Contact	M39029/5-115	2
Connector Body	DTM04-2P	1
Contact Lock	WM-2P	1
Pin Contact	M39029/4-110	2

Modification Procedure:

a) Using flush cut snips, cut the wires at inline connector C214 cavities 13 (YE-VT) & 14 (GN-BN) flush with the connector bodies on both sides of inline connector C214. *Connector view for C214 can be seen in Figure E & F. Cavities highlighted in red. Figure F only shows the pin side of C214. The socket side will look similar post wire cut procedure.*

Figure (E)

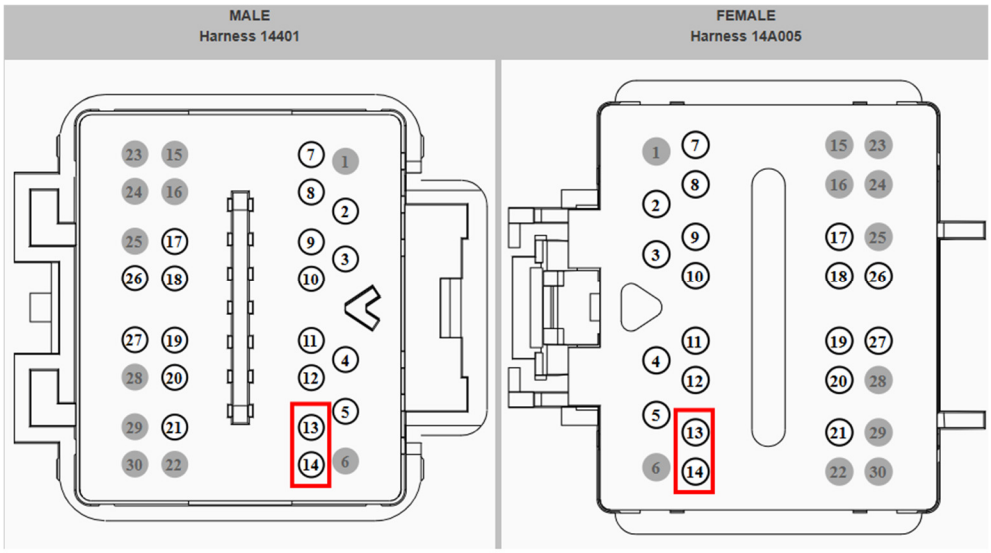
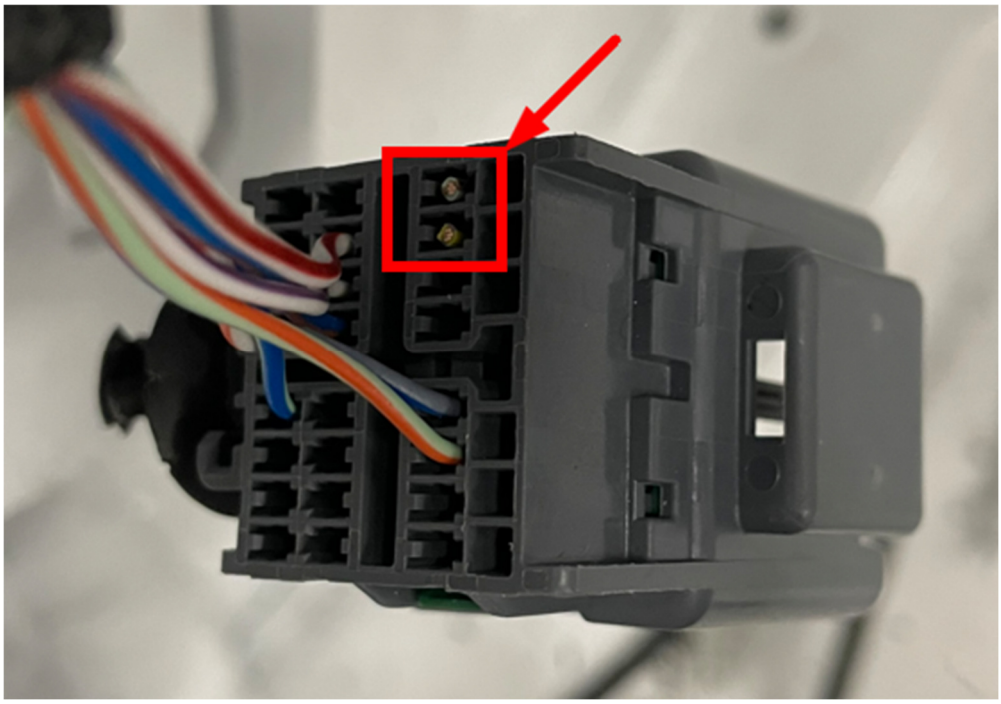


Figure (F)



b) Strip enough insulation from all 4 wires removed from connector C214 to accept contacts listed in Figure D.

c) Using proper crimp tool (AF8 crimp tool w/ TH1A locator [*or other applicable crimp tool designed for size 20 mil-spec solid contacts*]), crimp socket contact(s) (M39029/5-115) on one YE-VT & one GN-BN wire removed from C214. Crimp pin contact(s) (M39029/4-110) on the remaining YE-VT & GN-BN wires.

d) Assemble DTM connectors as shown in Figure G (Pinout Chart).

Figure (G)

Connector Body	Cavity	Wire Color
DTM06-2S (Socket Contacts)	1	YE-VT
	2	GN-BN
DTM04-2P (Pin Contacts)	1	YE-VT
	2	GN-BN

e) After crimped contacts are in their appropriate cavities as outlined in Figure G, continue with inserting appropriate contact lock(s) into each connector body (See Figure D).

f) Connect and store mating DTM connectors as part of this modification near C214. Completed modification will look similar to Figure C.

TSB Complete