

## **2013+ Ram SWC Install Manual – Provided by cgeorgemo Joplin,MO**

OEM Auto Parts LLC is not affiliated with these diagrams or pictures. This guide was provided publicly. Professional installation is highly recommended!

This will work for all these radios:

3.0

5.0 uConnect

8.4 uConnect

The parts needed are as follows:

Left switch

Right switch

Wheel harness

Black back cover

Here is a video of the airbag spring clasp removal.

[https://www.youtube.com/watch?v=aO\\_nql1yerQ&feature=youtu.be&list=UUoO-aWQzyViW0Na8V8fg3Bw](https://www.youtube.com/watch?v=aO_nql1yerQ&feature=youtu.be&list=UUoO-aWQzyViW0Na8V8fg3Bw)

### Tools Required

Standard screwdriver or this Air Bag Ring Tool from Miller

[Driver's Airbag Lock Ring Remover 10187](#)

#2 Phillips screwdriver

#20 Torx screwdriver

Ratchet and 13mm Socket

Steering Wheel/Pulley Puller Similar to this set from O'Reilly auto parts [Performance Tool W80651 - Steering Wheel Puller Set | O'Reilly Auto Parts](#)

[O'Reilly Auto Parts](#)

**Step 1:** Disconnect the Negative terminal of the truck battery.

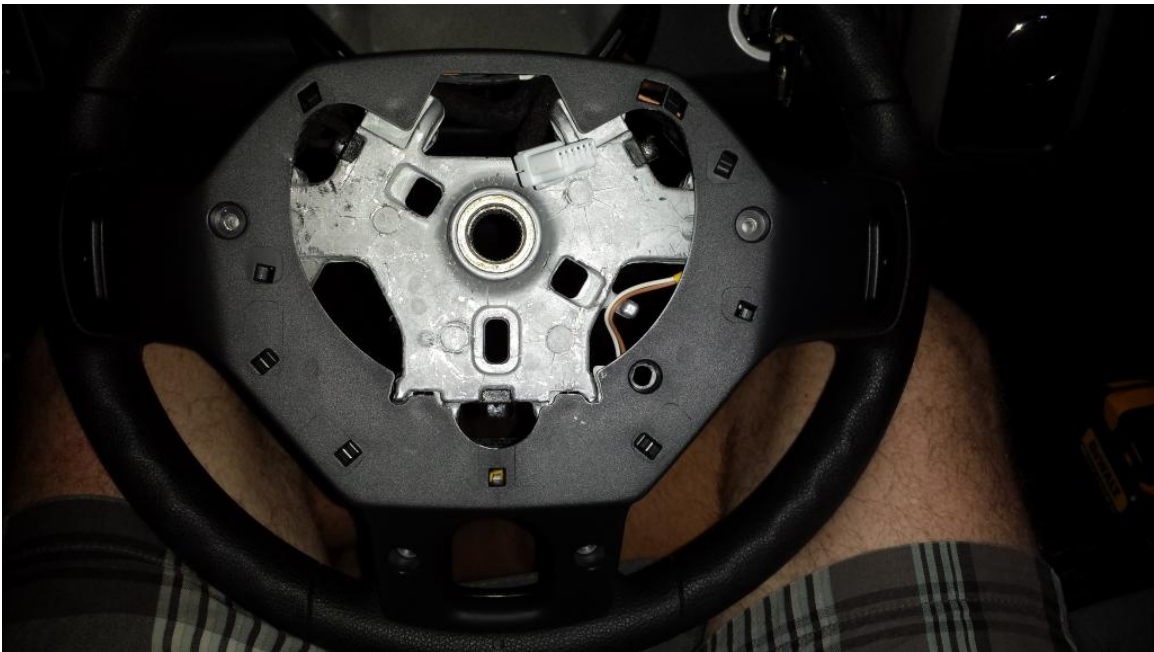
**Step 2:** Using the Torx screwdriver remove the screws holding the column cover together. Then remove and set aside the upper column cover. the lower doesn't need to be removed for this installation.

**Step 3:** Use the standard screwdriver or Airbag tool to flip the spring clips on the air bag from the studs on the steering wheel.

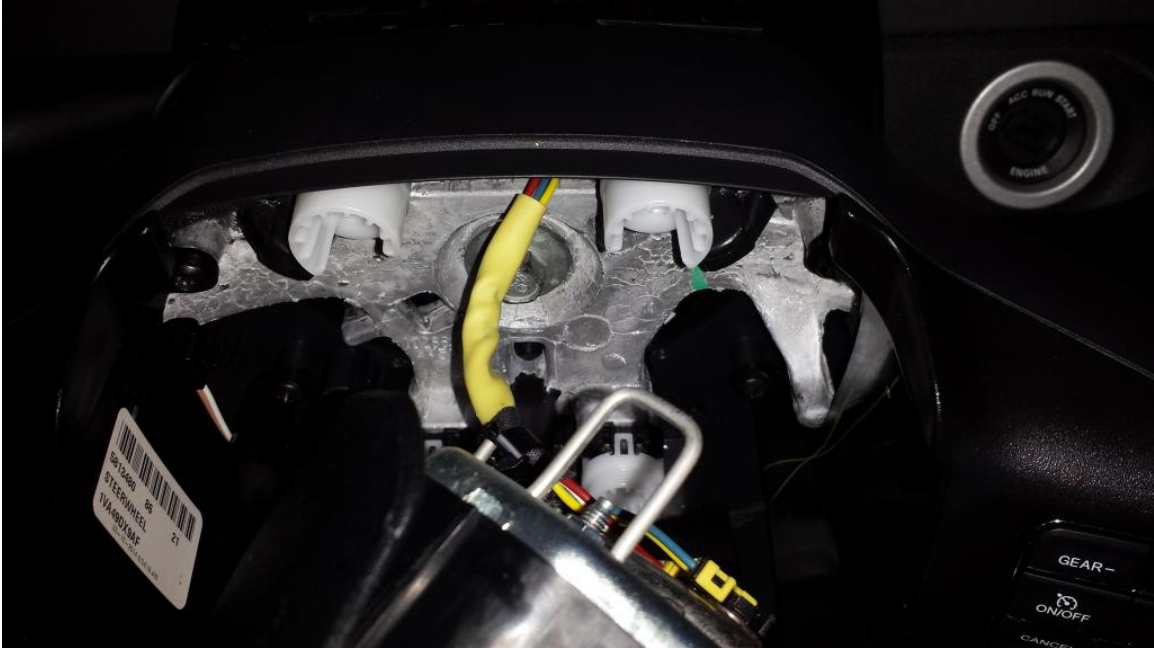
# This is the hardest part of the install in my opinion.

The spring clips are located at about 10 o'clock, 2 o'clock and 6 o'clock on the rear of the steering wheel under the rear cover of the wheel. They are hard because it is going to be nearly impossible to see what you are doing.

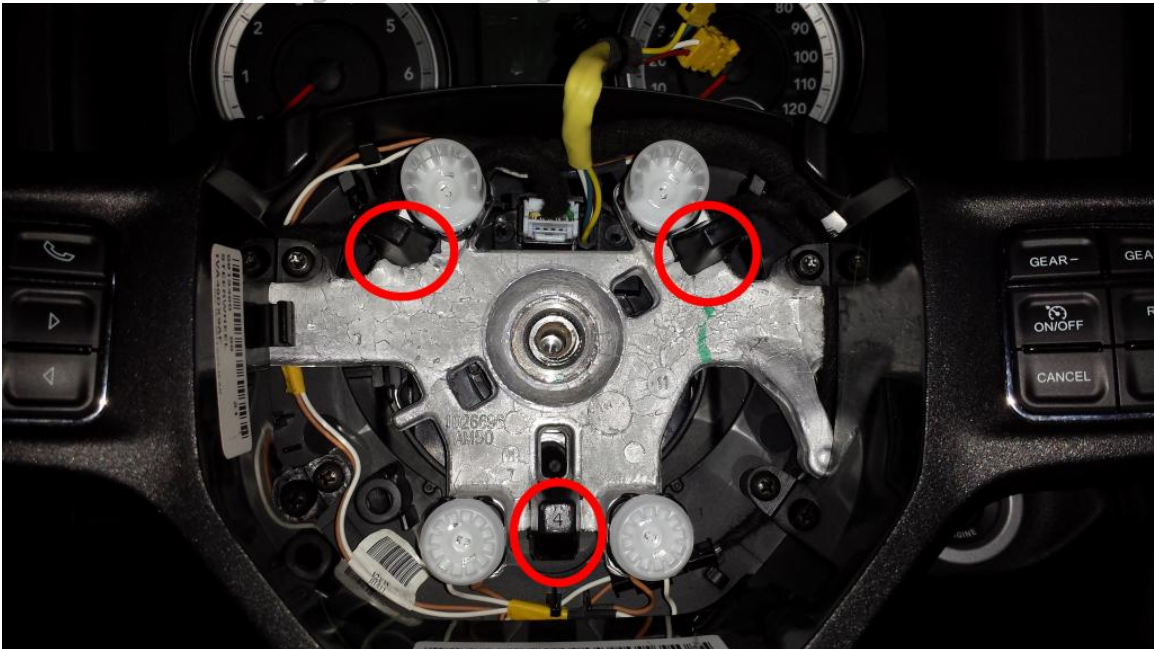
This picture of the back of the wheel when removed shows where the openings that you need to use to access the spring clips are located. Notice the little half circle cutouts at 10, 2, and 6. The little black bar on the metal in each cutout is the back side of the airbag retaining studs. The clips will be over the studs and you can feel them, even though you can't see them.



The picture below show what the spring clip looks like coming off the back of the airbag.



In the picture below the red circles are where the studs are located once you get the airbag off.



Turn the wheel so that each position is centered on the top of the wheel's rotation. This will help when you are prying off the clip. You need to slide the blade under the clip and pull it outward from the center of the wheel while pressing the horn cover away from the steering wheel. If you do it right the horn cover will pop off the stud.



Once you get one turn the wheel to center the next spot and get the others.

**Step 4:** Disconnect the airbag wiring from the rear of the airbag and set it aside until you are ready to replace it. While you are disconnecting the airbag go ahead and disconnect the steering wheel harness which is the white clip you can see at 12 o'clock in the picture above.

**Step 5:** You will need to use a ratchet and 13mm socket to remove the bolt holding the steering wheel to the column.



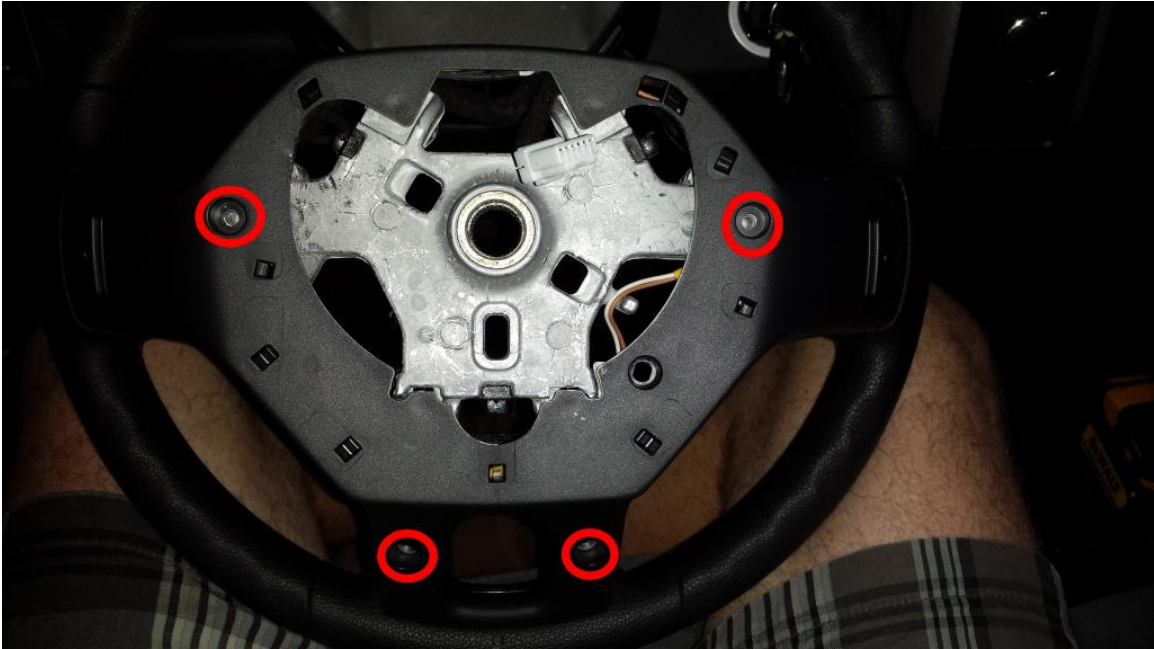
**Step 6:** Now its time to hook up the steering wheel puller and get the wheel off the column.



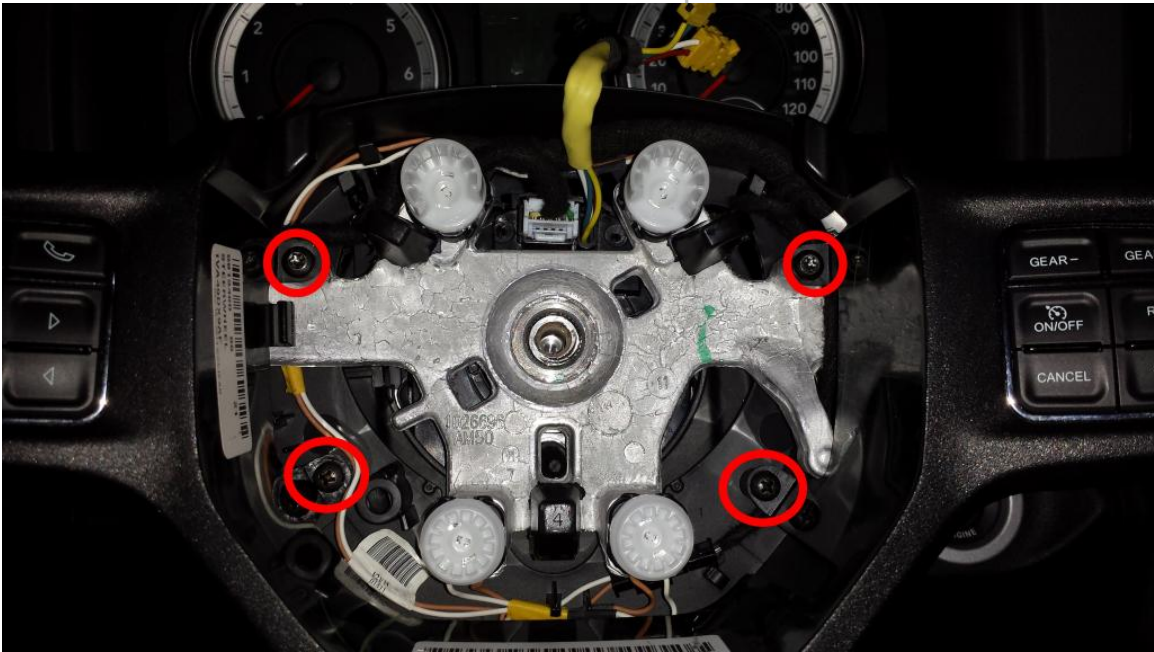
Be careful to not spin the airbag clockspring that holds the wheel electrical connection. Details below if you do turn it accidentally...

**Step 7:** Once you get the wheel off the column you will want to remove the 4 screws on the back and the bottom 2 screws inside which are holding the rear cover to the wheel and the front

cover. In the back the top 2 are Torx and the bottom 2 are Philips.



Inside the wheel the bottom 2 are Philips.



**Step 8:** Pull the top 2 inside screws to release the front cover if your fingers can't reach the clips for the switches. Once you have access to the clips replace the steering wheel harness with your new harness leaving the 2 new plugs for the audio control pulled towards the back of the wheel. The layout is the same as the original harness there is just a couple extra wires for the new switches.

**Step 9:** Put the audio switches in the new rear wheel cover. They slide in from the back and they will only fit on one way due to a notch in one corner of the switch housing. (I thought I had a picture of this but I didn't get the flash to fire so it was just a black murky mess.)

**Step 10:** Connect the audio switches to the wiring harness and go ahead and press the front and rear covers together while getting all the wires secured inside the covers. The front and rear covers will snap together with the side tabs for trial fitment. Be sure to have the main white clip on the top centered.

**Step 11:** Replace all the screws that you removed which hold the front and rear covers together.

**Step 12:** Place the wheel back onto the column and re install the bolt that holds it in place. **Be careful to not spin the clock spring that holds the electrical connection for the wheel. Once again details below if you do that...**

**Step 13:** Replace the top column cover and re-install the screws that hold it to the bottom column cover.

**Step 14:** Hook up the airbag wiring and then push the Airbag/Horn cover onto the studs and allow the spring clips to hold it in place.

**Step 15:** Re-connect the negative battery terminal and enjoy the new audio controls.

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At this point you might be wondering, **"What happens if you turn the clock spring that the steering wheel wiring harness connects to?"**

The computer will be convinced you are turning when you are going straight. It knows that you shouldn't be turning when you

are going straight so the little light will come on to tell you you are sliding around all **willy-nilly** when you **aren't**.

Also your cruise control won't work because the computer is convinced you are trying to wreck the truck attempting to engage cruise while you are sliding all **willy-nilly**.

Also that spiffy OEM Backup Camera that you installed will think that the wheel is cranked to the side and the lines on your display will be all bent out of shape while you are in fact backing straight.

If you do turn that clock spring. **You get to take the steering wheel off again to get it centered so that all the above mentioned things stop happening.**