



PART CR3896
REV B · 2026-09-24

INSTALLATION GUIDE

CATALYTIC CONVERTER SHIELD

2010-2024 TOYOTA 4RUNNER · 5TH GEN · 2WD & 4WD · KDSS OK



Helps deter catalytic converter theft by armoring both converters with 12-gauge 304 stainless, without changing your factory ground clearance.

CHECK YOUR 4RUNNER FIRST

Fits 2010-2024 4Runner, 2WD and 4WD, with or without KDSS. It does not fit with the factory X-REAS system in place — only after X-REAS has been completely removed.

- Laser-cut, CNC-bent 12-gauge 304 brushed stainless in a bare finish, with vent holes.
- 100% bolt-on at factory points — no drilling, welding or cutting.
- Driver- and passenger-side guards with tamper-resistant security hardware.
- Works with most factory and aftermarket skid plates.

TOOLS

12 MM + 14 MM + INCLUDED BIT

DRILLING

NONE

SIDES

DRIVER + PASSENGER



**WATCH THE
INSTALL VIDEO**

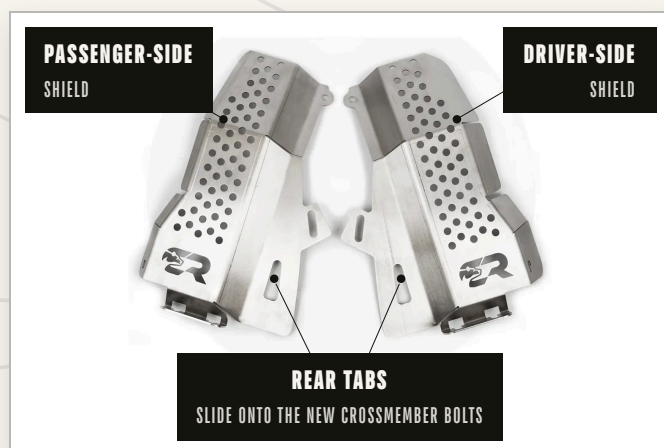
<https://youtu.be/6jldrZGbQ1Q>

MADE IN THE USA · FORT WORTH, TEXAS

CALIRAISEDLTD.COM

PARTS, TOOLS, FITMENT

THE KIT



THE HARDWARE

PRODUCT PHOTO



IN THE BOX

PART	KIT	PER SIDE
1 3/8 LONG BOLTS	4	2
2 ALUMINUM SPACERS	4	2
3 LARGE WASHERS	8	4
4 LOCK NUTS	4	2
5 SECURITY BOLTS	4	2
6 SMALL WASHERS	4	2
7 RUBBER BUMPERS	2	1
8 SECURITY BIT	1	-

1-4 REPLACE THE TWO FACTORY CROSSMEMBER BOLTS ON EACH SIDE

FITMENT

- **Fits 2010-2024 Toyota 4Runner** (5th Gen), 2WD and 4WD, with or without KDSS.
- **Not compatible with factory X-REAS** — fits only after X-REAS has been completely removed.
- The frame cross braces (the front tube supports in this guide) are removed and reinstalled.

TOOLS YOU SUPPLY

12 MM WRENCH OR SOCKET — front tube support bolts.

14 MM WRENCH OR SOCKET — transmission crossmember nuts.

A WRENCH OR SOCKET FOR THE SUPPLIED LOCK NUTS — the video does not give the size.

A RATCHET OR DRIVER that holds the included security bit.

A PICK to seat the rubber bumpers.

A FLOOR JACK, OPTIONAL — to support the transmission crossmember while you swap bolts.

GOOD TO KNOW

- **Do not paint** — catalytic converters run hot.
- **Aftermarket transmission skid plate?** Take it off first and put it back on after. Most factory and aftermarket skid plates work; fitment may vary by brand.
- On each side, the supplied long bolts replace the two factory crossmember bolts and nuts — **keep them with your truck.**

BEFORE YOU GO UNDERNEATH

Let the exhaust cool completely before you start. Park on level ground and support the vehicle on jack stands — never work under a vehicle held up only by a jack. **The transmission crossmember carries the weight of the transmission.** Swap its bolts one at a time, or put a jack under it first.

BENCH, THEN DRIVER SIDE

■ ON THE BENCH

1

BOTH SHIELDS · A PICK HELPS

FIT THE RUBBER BUMPERS

Fit a rubber bumper to each shield. Push the small end of the bumper down through the hole in the shield's lip from the top until it locks. A pick helps.



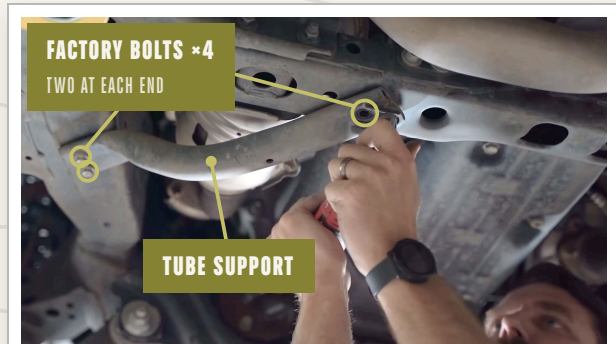
■ DRIVER SIDE

2

12 MM · KEEP THE BOLTS

REMOVE THE FRONT TUBE SUPPORT

Take out its four factory bolts — two at the rear, two at the front — with a 12 mm wrench. **Keep the bolts.**

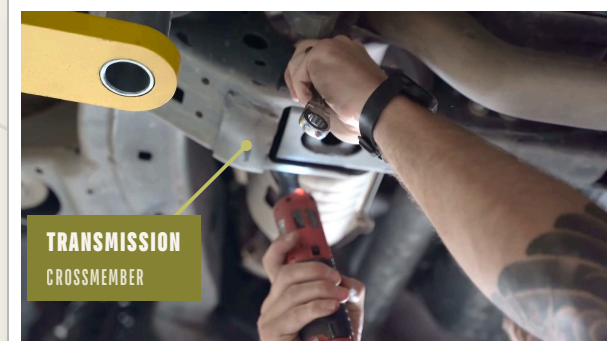


3

14 MM · TWO NUTS

REMOVE THE CROSSMEMBER NUTS

Remove the nuts from the two transmission crossmember bolts with a 14 mm wrench. Leave the bolts in for now.

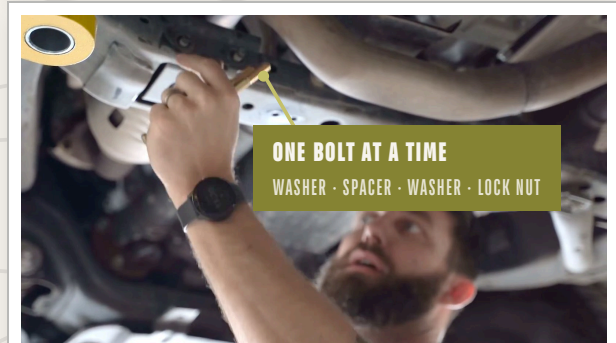


4

SUPPLIED LONG BOLTS · LOOSE

SWAP THE BOLTS ONE AT A TIME

The crossmember still carries the transmission, so swap one bolt at a time, starting with the loose one — or put a jack under it. For each position: slide a large washer and then an aluminum spacer onto a supplied 3/8 long bolt, push it through from the front, then add a large washer and a lock nut on the back. Loose for now.



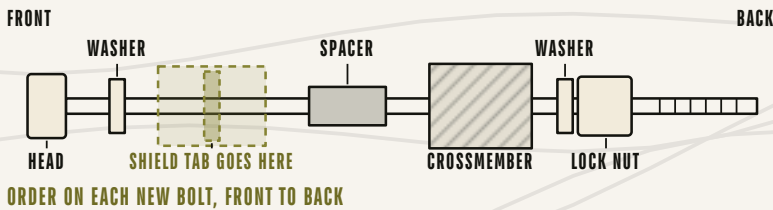
HANG THE SHIELD

5

MAKE ROOM FOR THE SHIELD

SET UP THE NEW BOLTS

Push both new bolts all the way forward. Pull each front washer up to the bolt head and push each spacer back toward the crossmember.



6

ONE FACTORY BOLT · LOOSE

HANG THE TUBE SUPPORT

Hang the tube support on one bolt, loosely, and let it rest there. It saves fighting with it later.

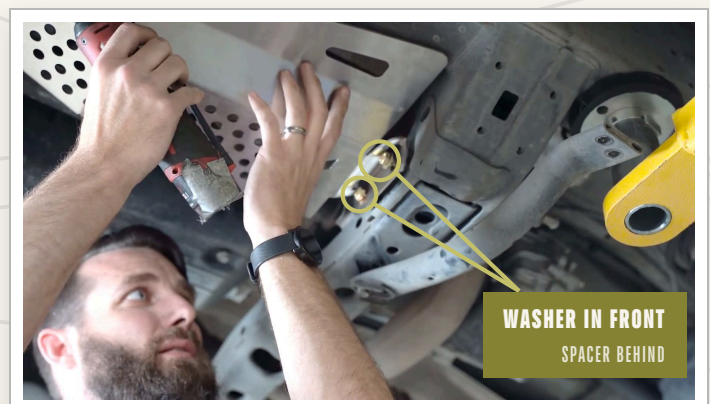
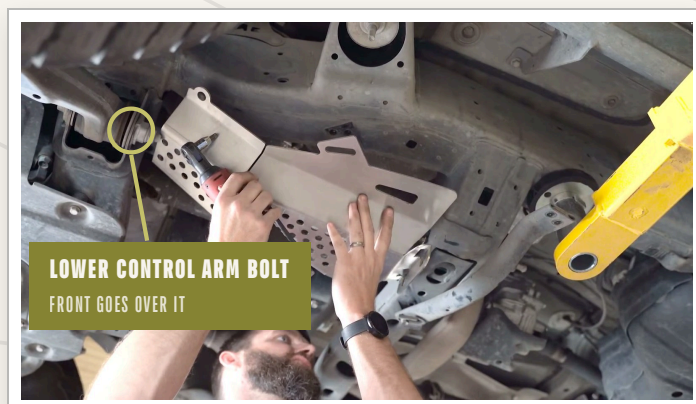


7

FRONT FIRST, THEN THE REAR

FIT THE SHIELD

Lift the front of the shield over the lower control arm bolt, then slide the rear up onto the two new bolts. **The washers sit in front of the shield and the spacers behind it** — check that no washer has slipped behind.



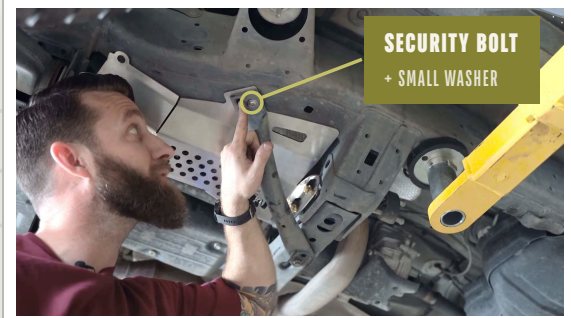
TIGHTEN, THEN REPEAT

8

INCLUDED SECURITY BIT · LOOSE

START THE SECURITY BOLTS

Put a small washer on each supplied security bolt. Start the first one through the front end of the tube support and the shield tab, into the frame, with the included security bit. Start the second security bolt loosely, then the second factory tube-support bolt.

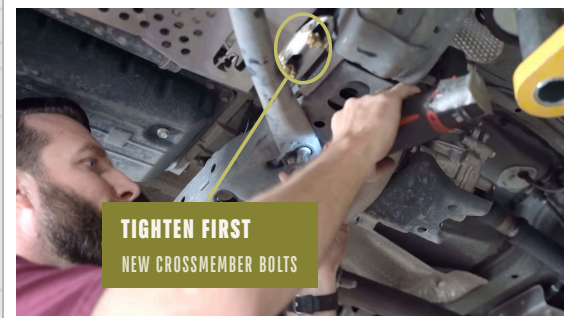


9

CROSSMEMBER FIRST

TIGHTEN IN THIS ORDER

- 1 **Crossmember lock nuts first** — this pulls the shield into position.
 - 2 Then the four tube-support bolts.
 - 3 Then the rear bolts and the security bolts — included bit.
- Do not over-tighten.** If the hardware will not seat the way it should, stop and email support before you force it.



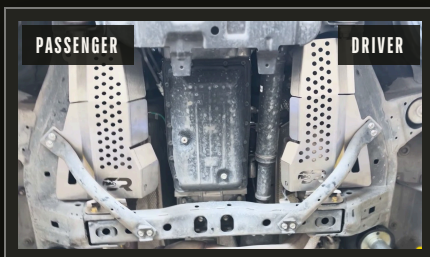
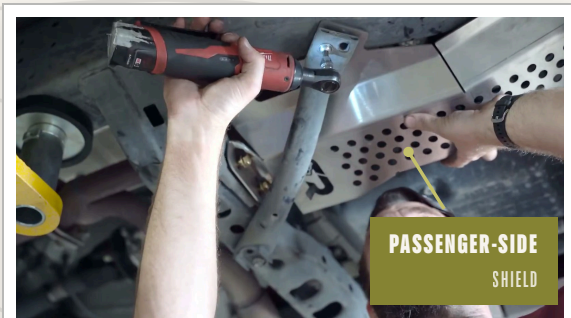
PASSENGER SIDE

10

SAME STEPS · SAME ORDER

REPEAT ON THE PASSENGER SIDE

The passenger side is exactly the same — same steps, same tube support, same bolting order. Repeat steps 2 to 9 with the passenger-side shield.



YOU'RE DONE

CHECK YOUR WORK

- Both shields sit flat and tight.
- All four new crossmember lock nuts are tight.
- Both tube supports are back on, with all four bolts each.
- All four security bolts seated — neither shield moves when pulled.

Keep the included security bit somewhere safe — it is what takes the shields back off.

SUPPORT

support@caliraisedled.com
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Fort Worth, TX 76119

PRODUCT

[caliraisedled.com/products/
catalytic-converter-shield-for-2010-2024-4runner](https://caliraisedled.com/products/catalytic-converter-shield-for-2010-2024-4runner)

Backed by the Cali Raised LED warranty — see caliraisedled.com for terms.



INSTALL VIDEO