



PART

CR4325 · HYBRID · STEEL

CR4327 · HYBRID · ALUMINUM

CR4329 · NON-HYBRID · STEEL

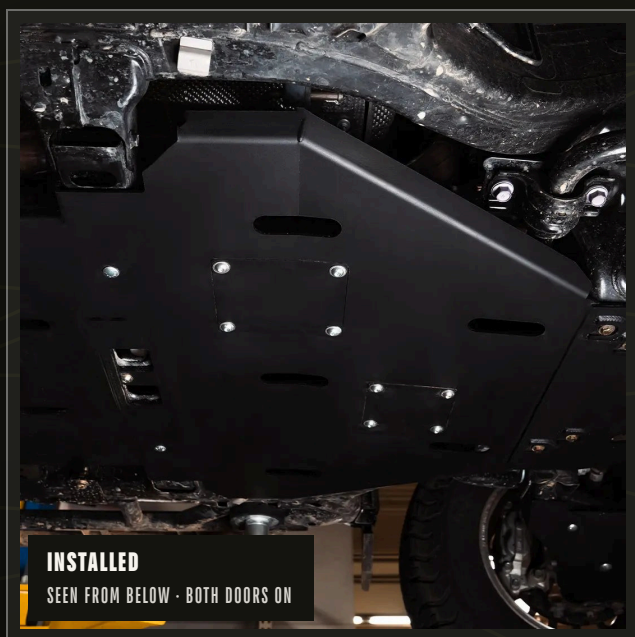
CR4331 · NON-HYBRID · ALUMINUM

REV B · 2026-09-24

INSTALLATION GUIDE

CAT SHIELD & TRANSMISSION SKID PLATE

2024+ TOYOTA TACOMA · 4TH GEN · 4WD · HYBRID & NON-HYBRID



Guards the transmission from rock strikes and shields the catalytic converter to help deter theft – 100% bolt-on with no modification to the truck.

- American 3/16 in steel or 1/4 in 5052 aluminum, semi-gloss black powder coat.
- No drilling, no cutting, no permanent modification.
- Dual protection: the transmission and the catalytic converter.
- Works with the other Cali Raised Tacoma skids.

CHECK YOUR TRUCK FIRST

2024+ Tacoma, 4WD only. Does not fit the OEM TRD skid plate. Hybrid and non-hybrid trucks take different plates – check the SKU on your box.

INSTALL TIME

30-60 MIN

DRILLING

NONE

DRIVETRAIN

MUST BE 4WD

WEIGHT

STEEL 55 LB · ALUMINUM 31 LB



NON-HYBRID
VIDEO

<https://youtu.be/zkuOUfDpCe4>



HYBRID
VIDEO

<https://youtu.be/sKU1c-GNNi8>

PARTS, TOOLS, FITMENT

WHICH KIT DO YOU HAVE

NON-HYBRID

CR4329 STEEL · CR4331 ALUMINUM

STEPS ON
PAGES 3-4

HYBRID

CR4325 STEEL · CR4327 ALUMINUM

STEPS ON
PAGES 5-6

Check the SKU on your box. Hybrid and non-hybrid plates take different hardware and steps — follow your section. Steel and aluminum plates use the same hardware and the same steps.

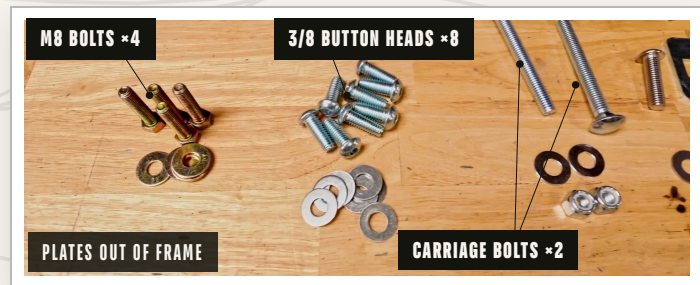
NON-HYBRID KIT · CR4329 / CR4331



M8 BOLTS + WASHERS	x4
3/8 BOLT + WASHER	x1
3/8 CARRIAGE BOLTS + WASHERS + NUTS	x2
PLATE WASHERS	x2
SNAP NUT + PLATE	x1

TOOLS YOU SUPPLY 13 mm socket · 7/32 Allen key · ratchet · 9/16 box-end wrench · two 14 mm box-end wrenches

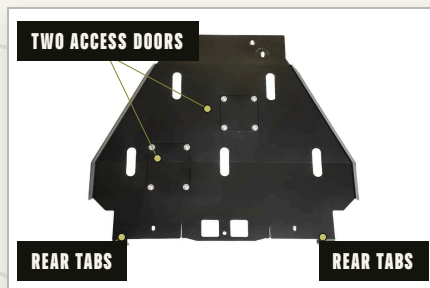
HYBRID KIT · CR4325 / CR4327



M8 BOLTS + 5/16 WASHERS	x4
3/8 BUTTON-HEAD BOLTS + WASHERS	x8
1.5 IN 3/8 BUTTON-HEAD BOLT + WASHER	x1
3/8 CARRIAGE BOLTS + WASHERS + LOCK NUTS	x2
3/8 SNAP NUT + SNAP PLATE	x1
WASHER PLATES	x2

TOOLS YOU SUPPLY 7/32 Allen key · 9/16 socket · 12, 13 and 14 mm sockets · 14 mm and 9/16 box-end wrenches · ratchet

THE PLATE



FRONT EDGE AT THE TOP

FITMENT

- **Fits 2024+ Toyota Tacoma** (4th gen), 4WD only.
- **Does not fit** the OEM TRD skid plate.
- **Lifted trucks:** fits most aftermarket suspension lifts. Check custom or extreme setups first.

GOOD TO KNOW

- **Front skid:** both videos are shot with a Cali Raised front skid fitted.
- **Sway-bar-disconnect skid:** non-hybrid — remove it if your truck has one. Hybrid — the factory one comes off. It does not go back on.

BEFORE YOU GO UNDER THE TRUCK

Both videos are shot on a lift. **Let the exhaust cool completely before you start.** Park on level ground and support the truck on jack stands — never work under a vehicle held up only by a jack. **The plate is heavy** — steel 55 lb, aluminum 31 lb. Have a helper.

NON-HYBRID · CR4329 / CR4331

STEEL CR4329 · ALUMINUM CR4331 · HYBRID? GO TO PAGE 5

NON-HYBRID VIDEO

<https://youtu.be/zkuOUfDpCe4>



■ PREP · TAKE OUT AND LOOSEN

1

FRONT SKID · CROSS SUPPORT

REMOVE THE FRONT-SKID BOLTS

Remove the **four bolts at the rear of the front skid**. Then remove the **two bolts in the cross support**.



2

ONLY IF YOUR TRUCK HAS ONE

SWAY BAR DISCONNECT? REMOVE ITS SKID

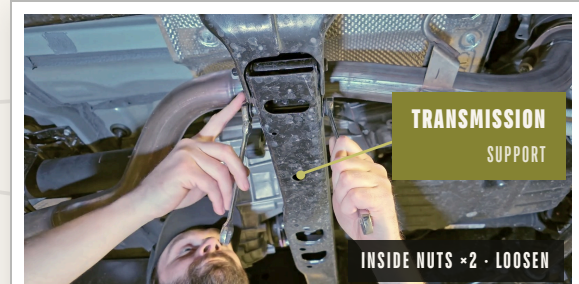
If your truck has a sway bar disconnect, remove its skid plate — **three M12 bolts**, and they should come right out. It does not go back on. No sway bar disconnect? Skip this step.

3

TRANSMISSION SUPPORT

LOOSEN THE TWO INSIDE NUTS

Loosen the **two inside nuts on the transmission support**. The video works them with a wrench in each hand.



■ INSTALL · THE SKID GOES UP

4

START BEHIND THE SUPPORT · HEAVY, HAVE A HELPER

SLIDE THE SKID IN, TABS OVER THE BOLTS

Start with the skid **behind the transmission support**, then slide it forward so it sits between the front skid and the frame. **The two rear tabs go over the two support bolts**. Lightly thread the nuts back on — just enough that they won't slide out.



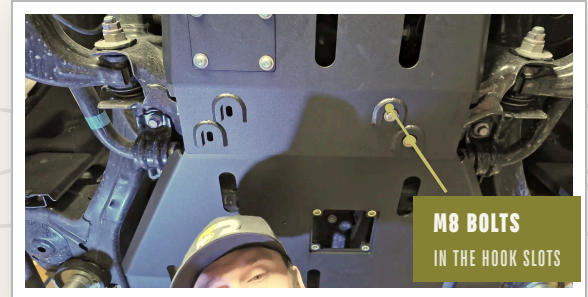
HARDWARE IN, DOORS ON

5

FRONT-SKID JOINT · LIGHTLY

THREAD THE FOUR M8 BOLTS

With the nuts on, **lightly thread the four supplied M8 bolts into place** where the skid meets the front skid. Leave them loose for now.



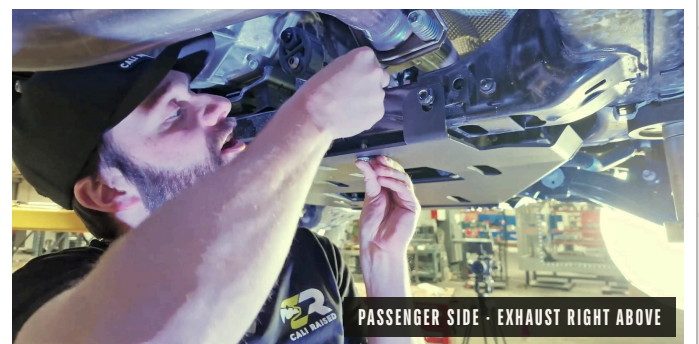
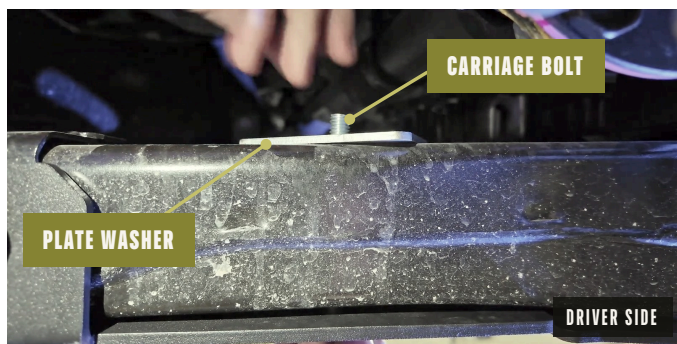
M8 BOLTS
IN THE HOOK SLOTS

6

DRIVER SIDE, THEN PASSENGER SIDE

FIT THE TWO CARRIAGE BOLTS

Driver side: push a carriage bolt up through the skid and the transmission support. On top of the support, stack a **plate washer, then a washer, then the nut**, and lightly thread it. **Passenger side:** the exhaust is so close to the support that you push the bolt through only until the tip of the threads pokes through. Place the plate washer on top, then the washer, then the nut. Slowly push the bolt through the support and tighten that nut.

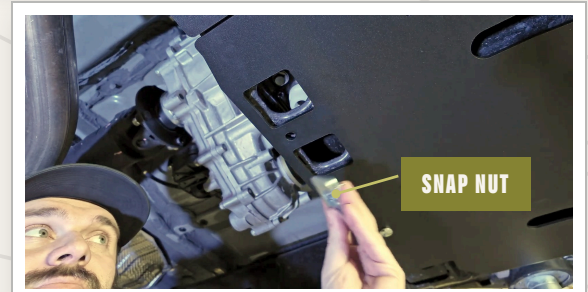


7

INSIDE THE TRANSMISSION SUPPORT

FIT THE SNAP NUT AND PLATE

Snap the snap nut into its plate and **set it inside the transmission support**. Then start the 3/8 bolt and washer up through the skid plate into it.



8

LAST

DOORS ON, THEN TIGHTEN IT ALL

Install the **two transmission doors**. Then tighten all the loose bolts. **Do not over-tighten**. If the hardware will not seat the way it should, stop and email support before you force it.



HYBRID · CR4325 / CR4327

STEEL CR4325 · ALUMINUM CR4327 · NON-HYBRID? GO TO PAGE 3

HYBRID VIDEO

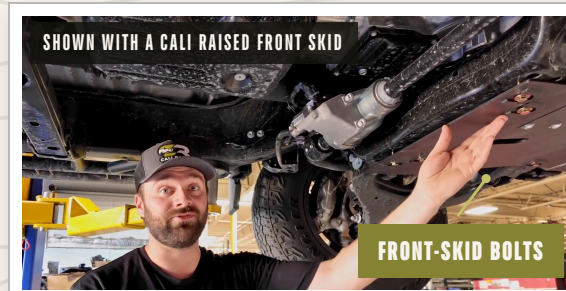
<https://youtu.be/sKU1c-GNNi8>



■ PREP · MAKE ROOM

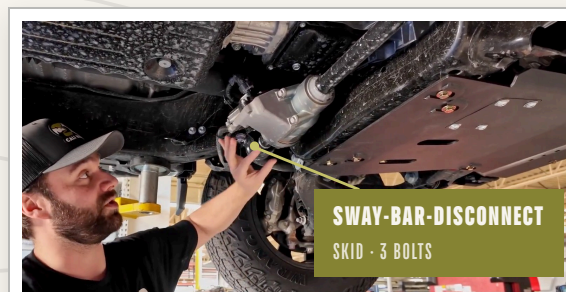
1 FACTORY OR CALI RAISED FRONT SKID DROP THE FRONT SKID'S REAR EDGE

Factory front skid: remove its back two bolts. **Cali Raised front skid:** remove the four bolts and loosen the two, so the skid drops down enough to slide the transmission skid in.



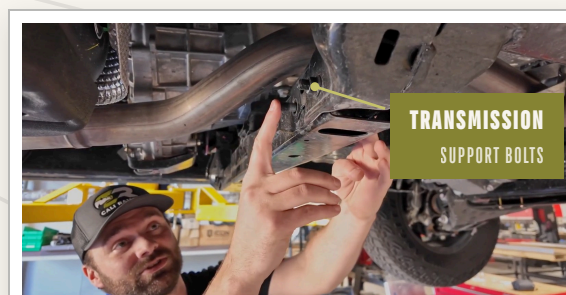
2 THREE BOLTS REMOVE THE SWAY-BAR SKID

Remove the **factory sway-bar-disconnect skid plate**. Take out its three bolts and drop it down. It does not go back on.



3 BEFORE THE SKID GOES UP · BOTH SIDES REMOVE ONE NUT EACH SIDE

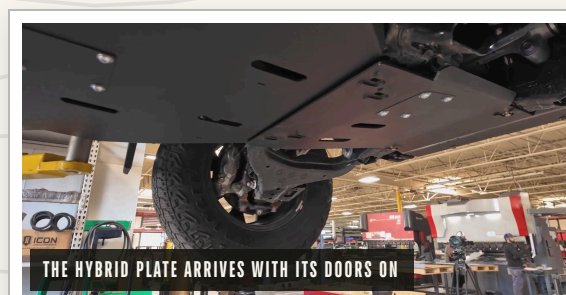
On the transmission support, **remove the nut on the second bolt — on both sides**. Do this before you lift the skid into place.



■ INSTALL · THE SKID GOES UP

4 HEAVY · HAVE A HELPER SLIDE THE SKID IN

Slide the transmission skid **between the frame and the front skid**, and hang it on the bolts on the cross frame. Start the nuts back onto those bolts by hand.



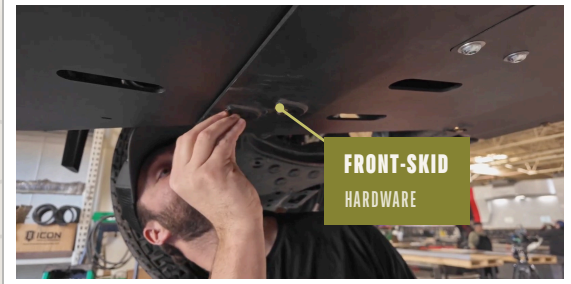
LOOSE FIRST, FRONT TO REAR

5

BEFORE ANY OTHER BOLTS

FRONT-SKID HARDWARE BACK IN

Loosely put the front-skid hardware back in first, before you fit any other bolts.

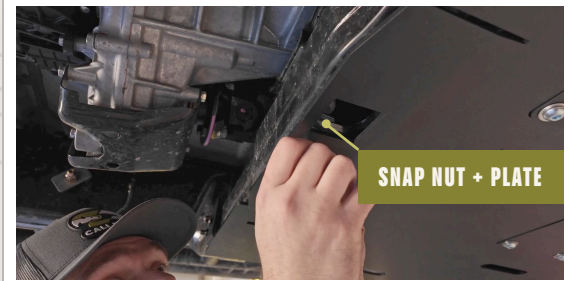


6

ON TOP OF THE CROSS FRAME

SET THE SNAP NUT AND PLATE

Snap the snap nut into the snap plate, then **set them on top of the cross frame, in the middle** of the transmission skid.



7

UP THROUGH THE CROSS FRAME · LOOSE

THREAD THE 3/8 HARDWARE

Thread the rest of your 3/8 hardware through the cross frame — **the button-head bolts with their washers, and the carriage bolts with their washers and lock nuts**, in the same places as the non-hybrid (page 4, steps 5-6). Leave everything loose for now.



8

EVERY BOLT IN FIRST

TIGHTEN FRONT TO REAR

With every bolt loosely in place, tighten them all, **starting at the front of the skid and working to the rear**. **Do not over-tighten**. If the hardware will not seat the way it should, stop and email support before you force it.



YOU'RE DONE

CHECK YOUR WORK · BOTH KITS

- The skid sits flat and every bolt is tight.
- The front-skid hardware is back in and tight.
- Both carriage bolts and their nuts are tight.
- The snap nut and plate are seated.
- Both transmission doors are on.

SUPPORT

support@caliraisedled.com
5318 David Strickland Rd
Fort Worth, TX 76119

PRODUCT

caliraisedled.com/products/cat-shield-transmission-skid-plate-for-2024-toyota-tacoma

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



NON-HYBRID



HYBRID