Model: See Affected Models Serial #: N/A	Jan. 23, 2026
Product Bulletin # TDS-275 Rev 1	

Introduction of Metric Size Torque Track

Most T500 top drives and some C500 / C750 top drives use a 16"x12" single rail torque track as the torque arrest system. Canrig has historically manufactured this torque track out of 16"x12" rectangular HSS (Hollow Structural Section) steel. The torque bushing slides up and down on the track with a snug fit, keeping the top drive in line with well center, and reacting the drilling torque from the top drive.

Beginning in 2026, Canrig will transition to manufacturing these torque tracks from metric size 400mm x 300mm [15.75" x 11.81"] rectangular HSS. This change in the outside dimension of the track is significant enough that the torque bushing must be shimmed differently depending on if it is to be used with a 16"x12" or a 400mm x 300mm track.

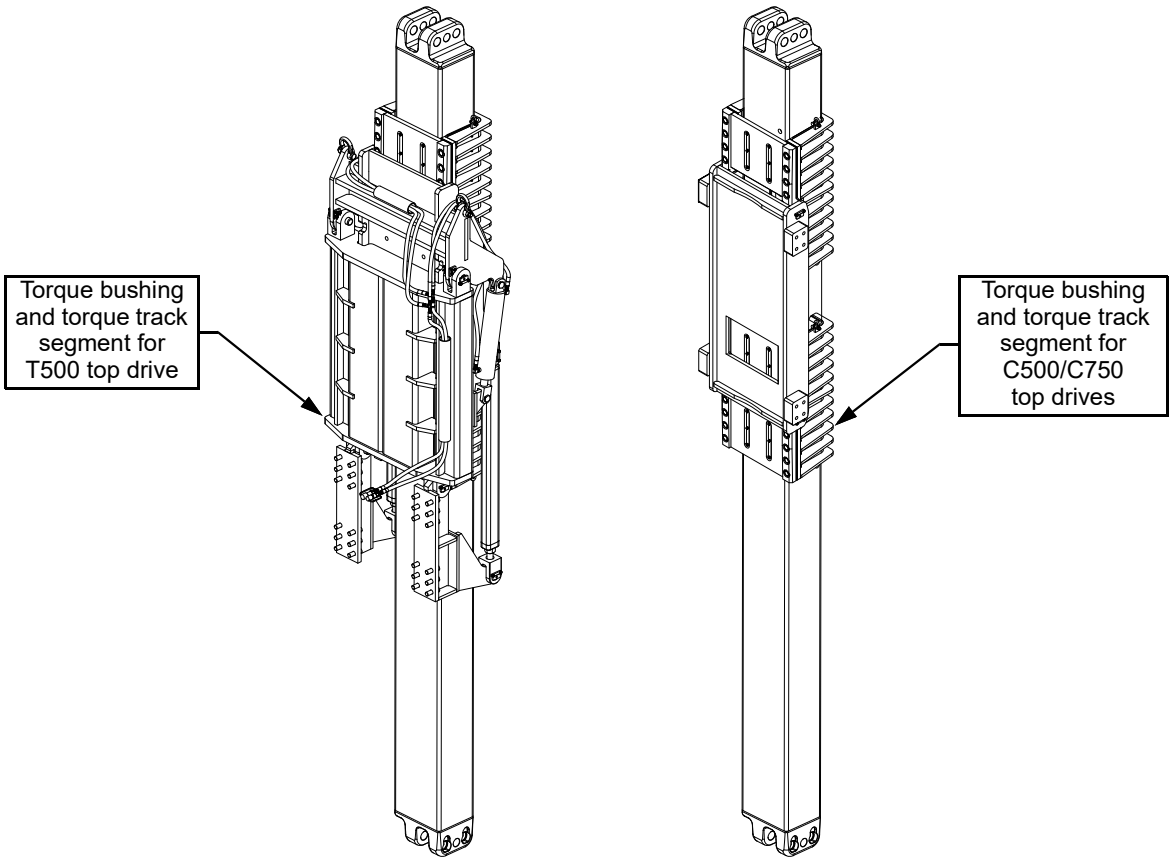

Figure 1: Torque bushing and torque track segments

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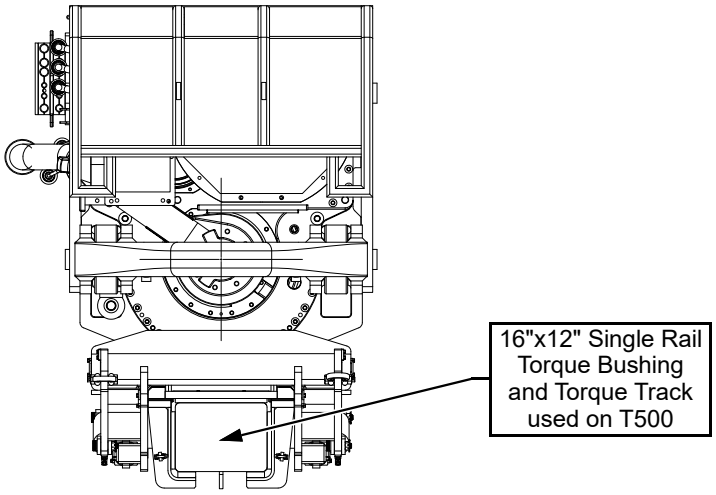

Figure 2: 16"x12" Single Rail Torque Bushing and Torque Track used on T500

Affected Top Drive Models

Top drives of the following models, that use the Canrig 16"x12" single rail torque arrest system, may be affected:

- T500 (aka 500-ESI-1000/1350/1500)
- C500 (aka 1250AC)
- C750 (aka 1275AC)

Recommended Action

For top drive owners of a single top drive and torque arrest system, no action is required.

For top drive owners of multiple top drives and torque arrest systems, the owner should be aware of the introduction of new metric torque tracks and its impact on torque bushing interchange-ability moving forward. The owner should either:

- Maintain torque tracks and corresponding torque bushings as a matching set if top drives are moved between multiple rigs.
- Keep a record of which torque bushings and torque tracks in their fleet are version 16"x12" vs. 400mm x 300mm and ensure that matching sets are used.

OR

- Be prepared to adjust shimming of torque bushings as required to fit whichever torque track version the torque bushing is to be used on. See the section “Procedure” on page 3 of this bulletin for instruction on adjusting shims.

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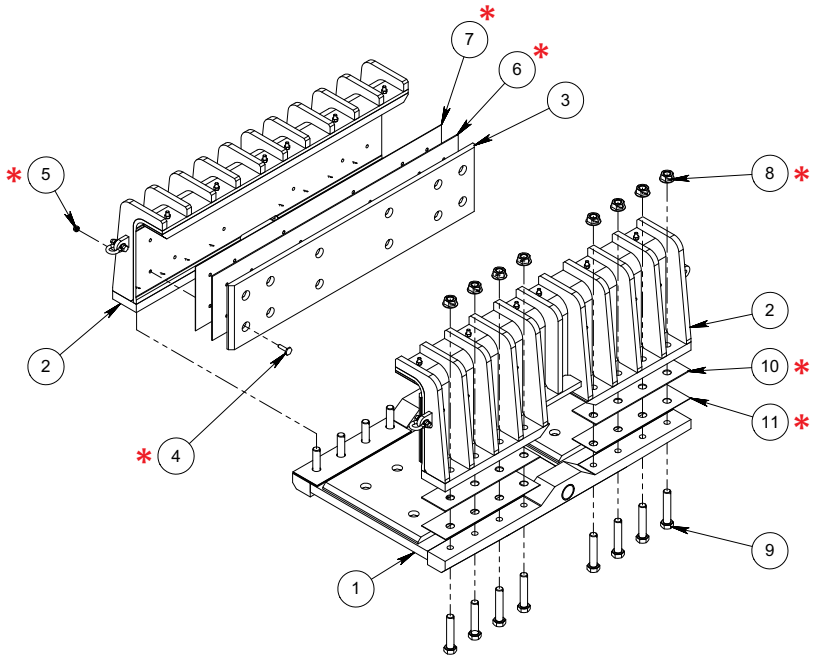
Procedure

For T500 application with extendable torque bushing # 5048768 or 5048768M, or for C500 / C750 applications with torque bushing # 5103331 or 5103331M, purchase shim kit # 5105804 from Canrig for the required parts in the following procedures.

For T500 application with non-extend torque bushing # 5041234, purchase shim kit # 5105806 from Canrig for the required parts in the following procedures.

NOTICE The below procedure is intended for the T500 extendable and C500 / C750 torque bushing using shim kit #5105804. The procedure for the T500 non-extendable torque bushing using shim kit #5105806 may vary slightly.



Item numbers are referenced in following procedures

Items marked with * are included in shim kit

Figure 3: T500 Extendable and C500 / C750 Torque Bushing

To adjust the width of the torque bushing:

1. Unbolt the side liners (Item #3) from the side weldments (Item # 2) of the torque bushing by undoing fasteners (Items # 4 and 5).
2. Adjust the number of 1/16" and 1/8" shims (Items # 6 and 7) to get a snug but sliding fit on the torque track. The total shim thickness used on both sides of the torque bushing should be as equal as possible.
   - To make the torque bushing tighter on the torque track, add shims.
   - To make the torque bushing looser on the torque track, remove shims.
3. Re-fasten the side liners to the side weldments with shims installed using new fasteners (Items # 4 and 5) supplied with shim kit. (To ensure proper DROPS prevention, always use new nylon locknuts, never re-use them).

To adjust the depth of the torque bushing:

1. Unbolt the nuts (Item # 8) to detach the back and side weldments (Items # 1 and 2) of the torque bushing.

NOTICE The stud of the bolts (Item # 9) will probably not come out of the back plate. They likely have been torqued into the threaded holes of the back plate using Loctite. If this is the case, leave the bolt in place.

2. Adjust the number of 1/16" and 1/8" shims (Items # 10 & 11) to get a snug but sliding fit on the torque track.
   - To make the torque bushing tighter on the torque track, remove shims.
   - To make the torque bushing looser on the torque track, add shims.
3. Re-fasten the side and back weldments with the shims installed.
   - If the studs of the bolts (Item # 9) have stayed secured in the back plate, then torque the Spiralock nuts (Item # 8) to 700 ft-lbs.
   - If the bolts (Item # 9) have come loose from the back plate:
     - Re-install bolts into back plate. Apply Red Loctite 271, torque to 500 ft-lbs. Remove excess Red Loctite from the remaining exposed threads. Allow Loctite to fully cure before continuing.
     - After Loctite has fully cured, install and torque the Spiralock nuts (Item # 8) to 700 ft-lbs.

Contact truesupport@canrig.com to order parts and RIGLINE 24/7™ if you need assistance.