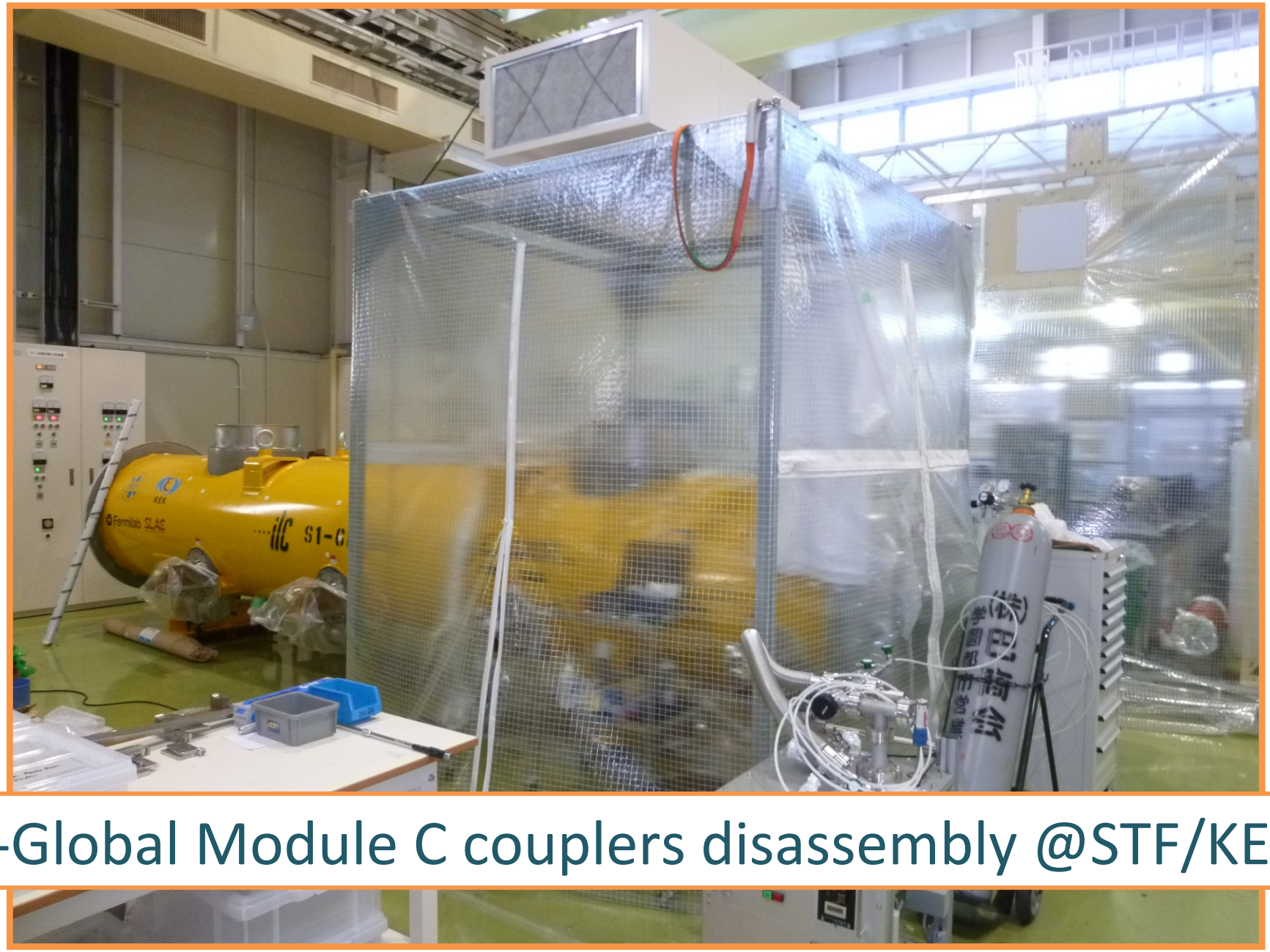
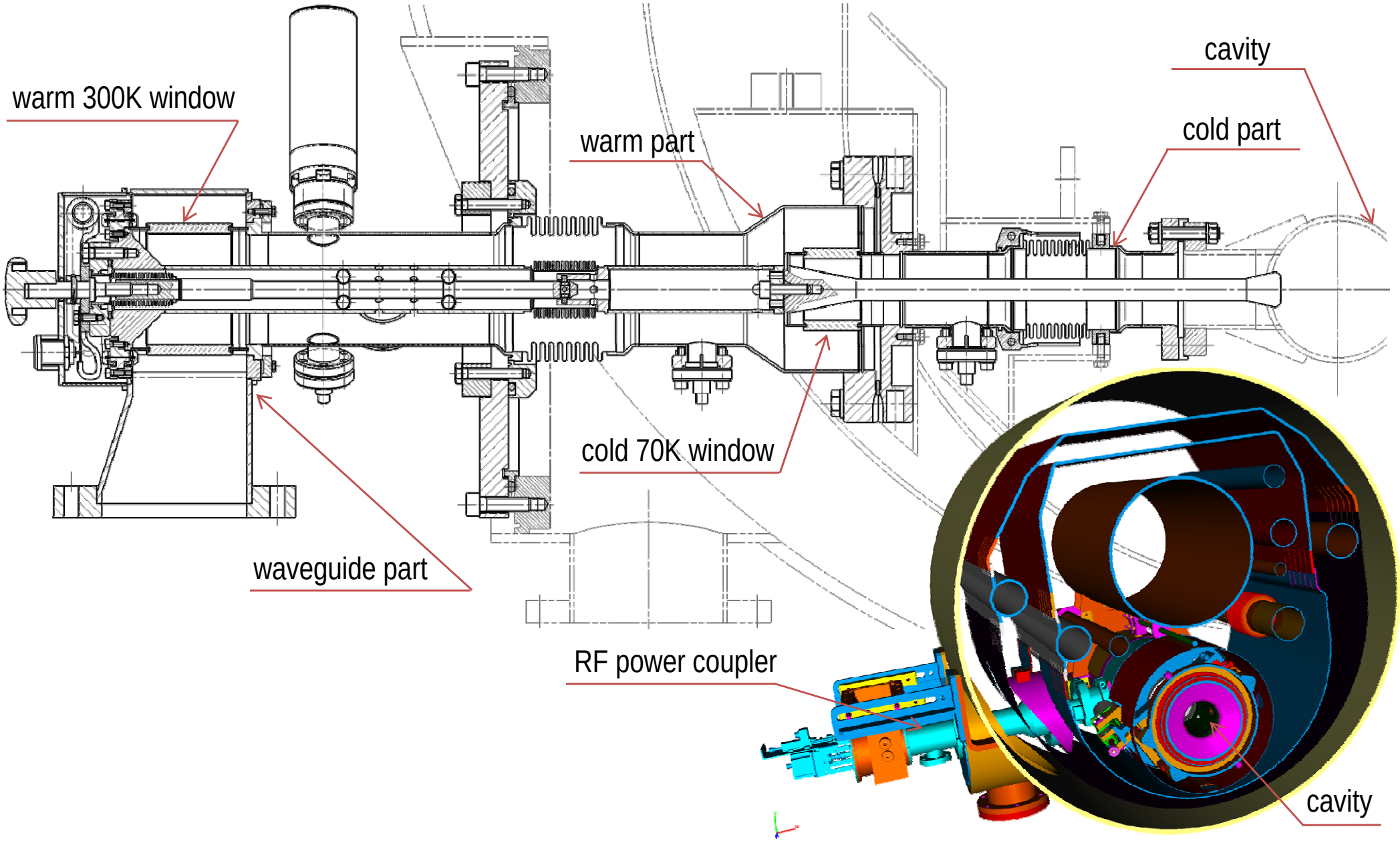
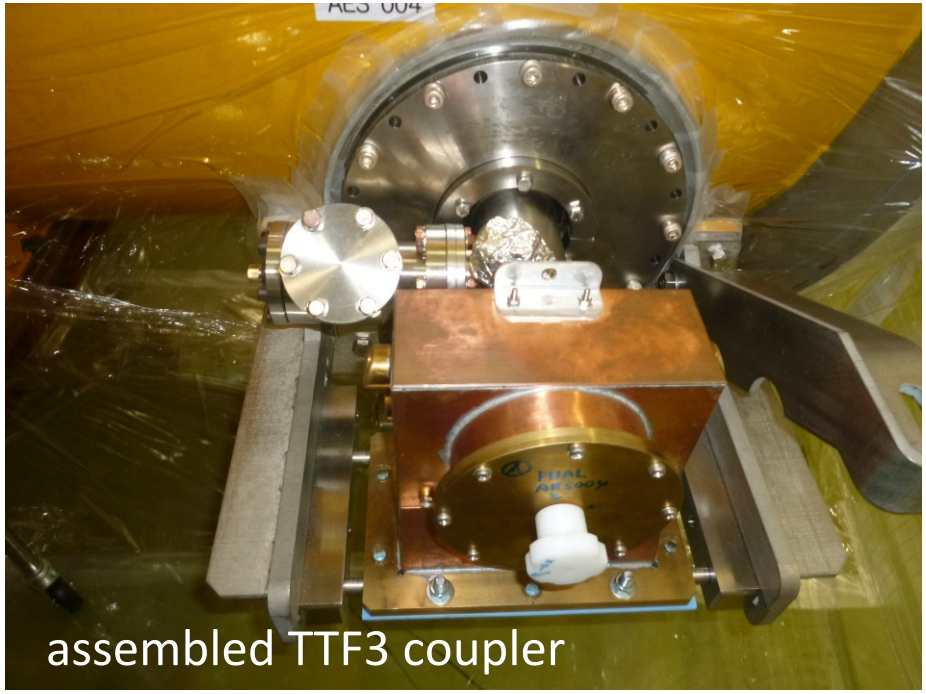
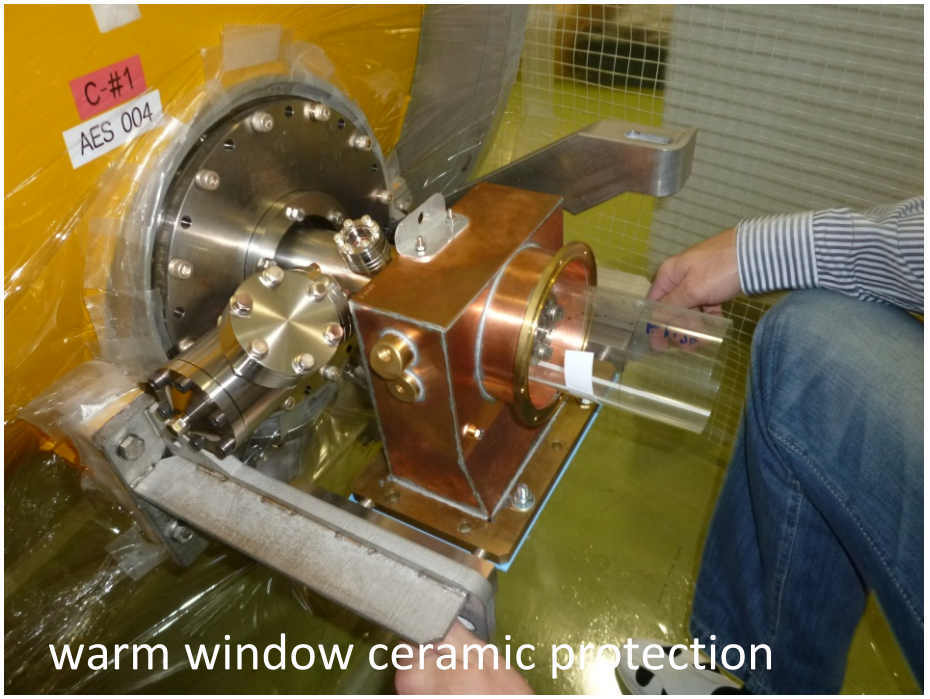


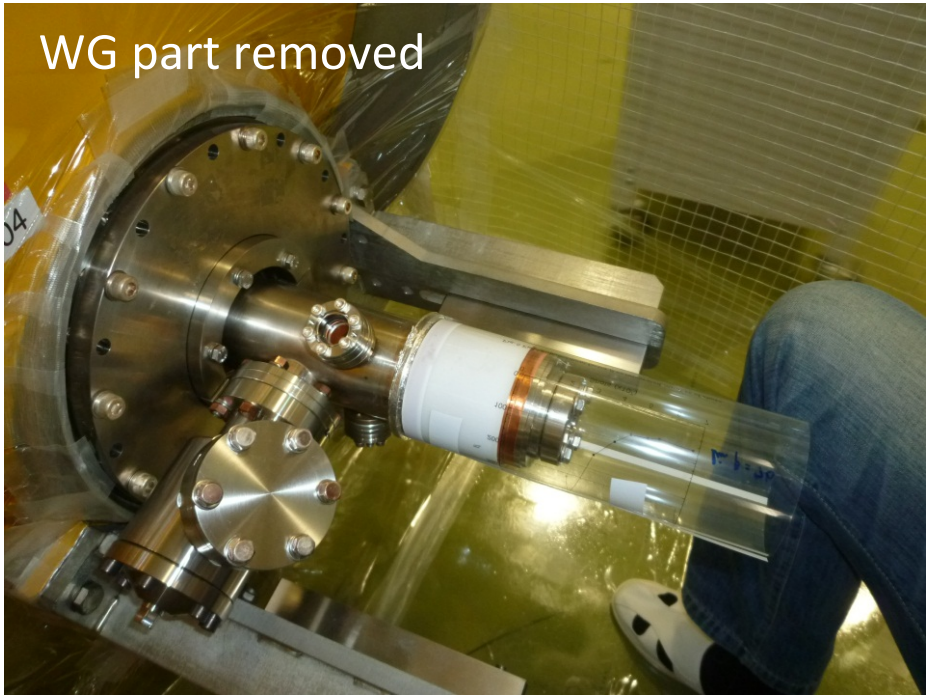
S1-Global Module C couplers disassembly @STF/KEK

TTF3 type input power coupler



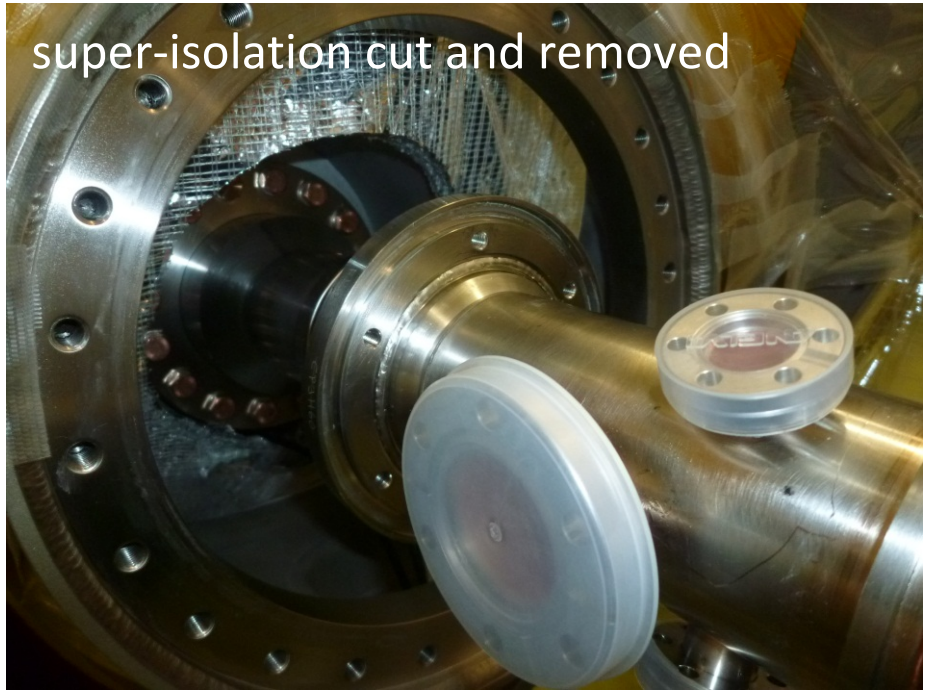

assembled TTF3 coupler

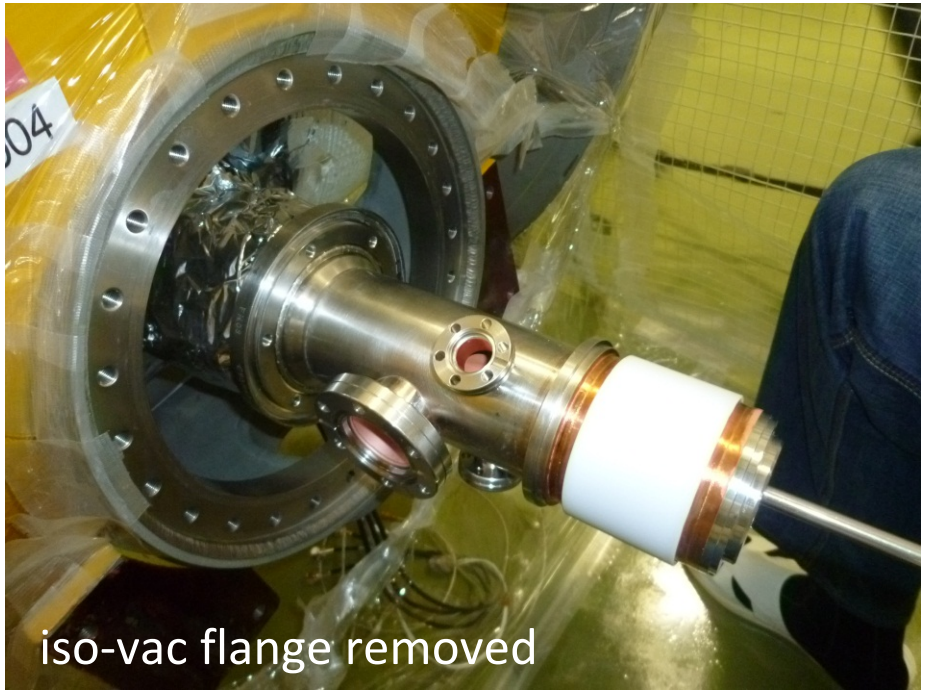

C-#1
AES 004
warm window ceramic protection


WG part removed

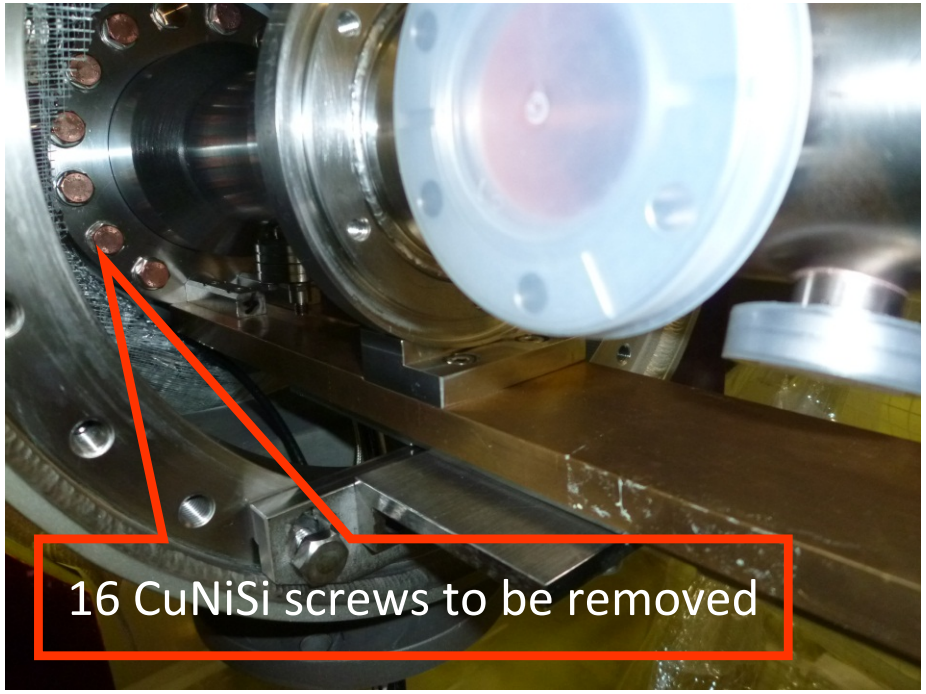

feedthrough flange removing (bottom)

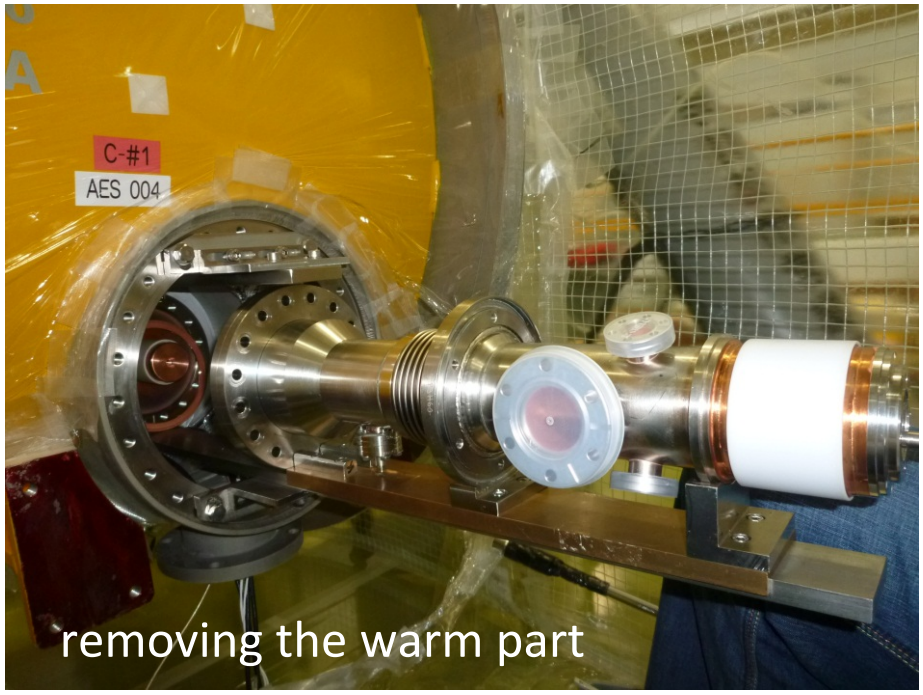

valve, feedthrough, window
and tuning removed

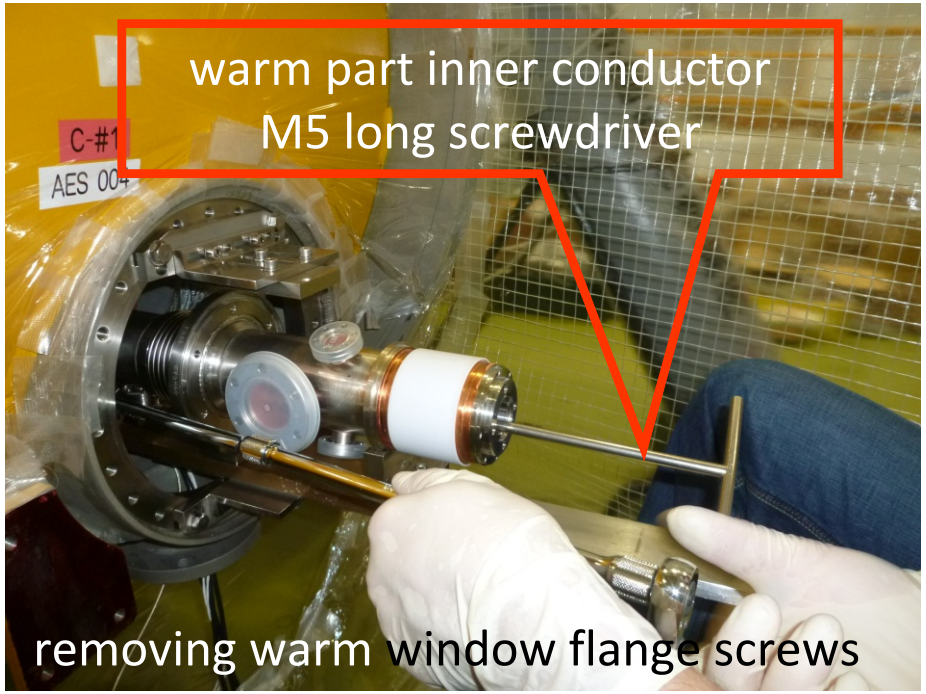

super-isolation cut and removed

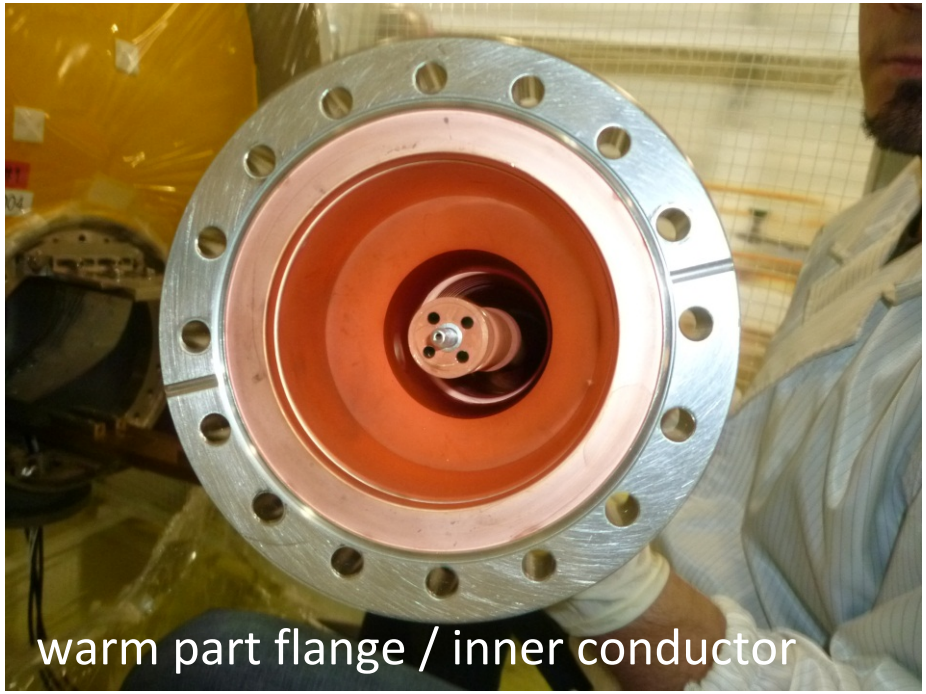

iso-vac flange removed

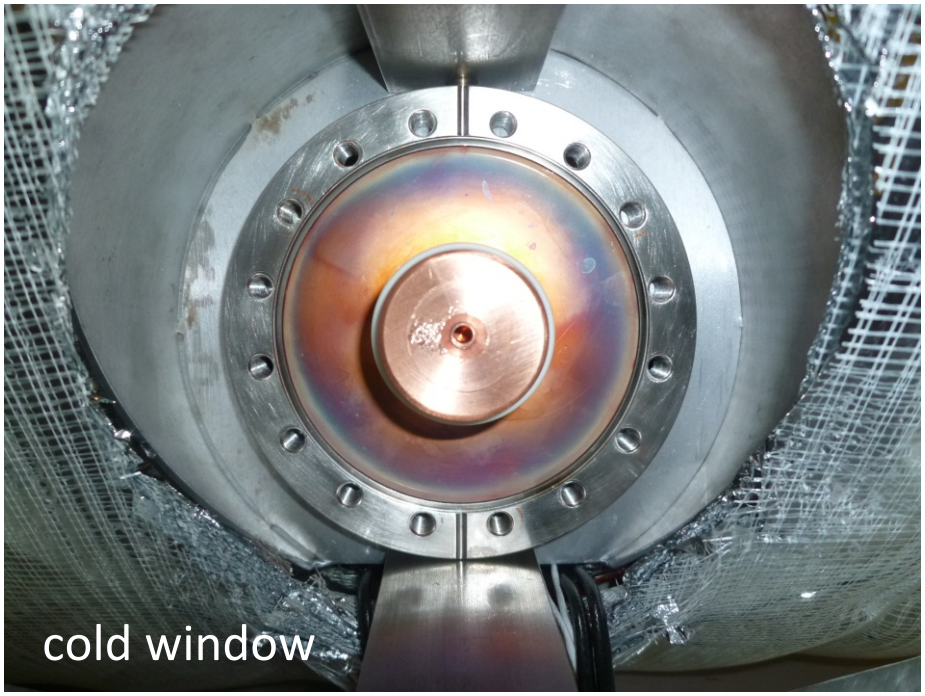

C-#1
AES 004
installing the cold window
flange supports

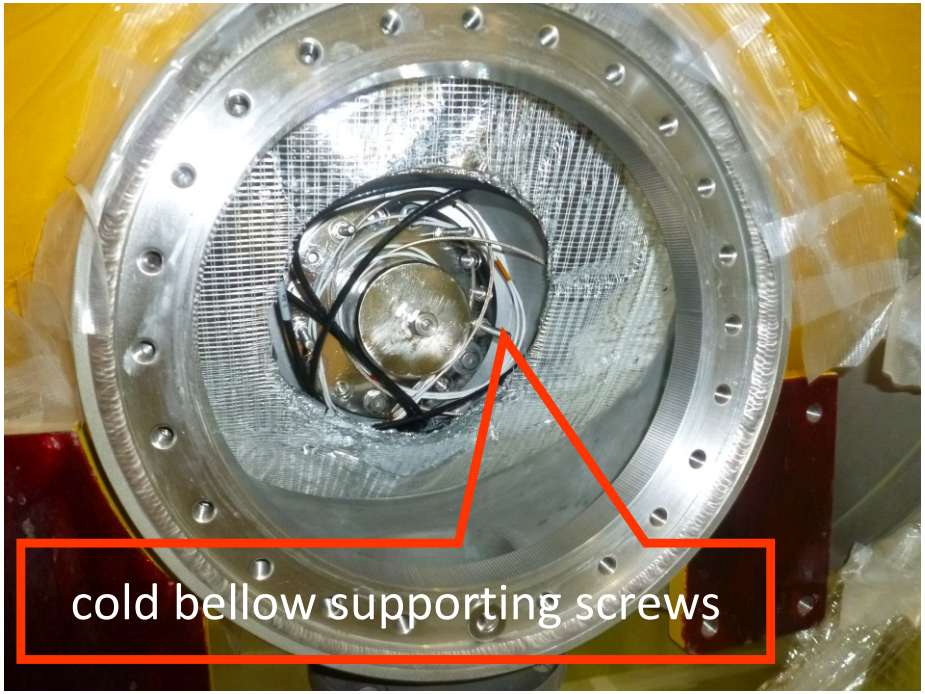

16 CuNiSi screws to be removed


C-#1
AES 004
removing the warm part


warm part inner conductor
M5 long screwdriver
C-#1
AES 004
removing warm window flange screws

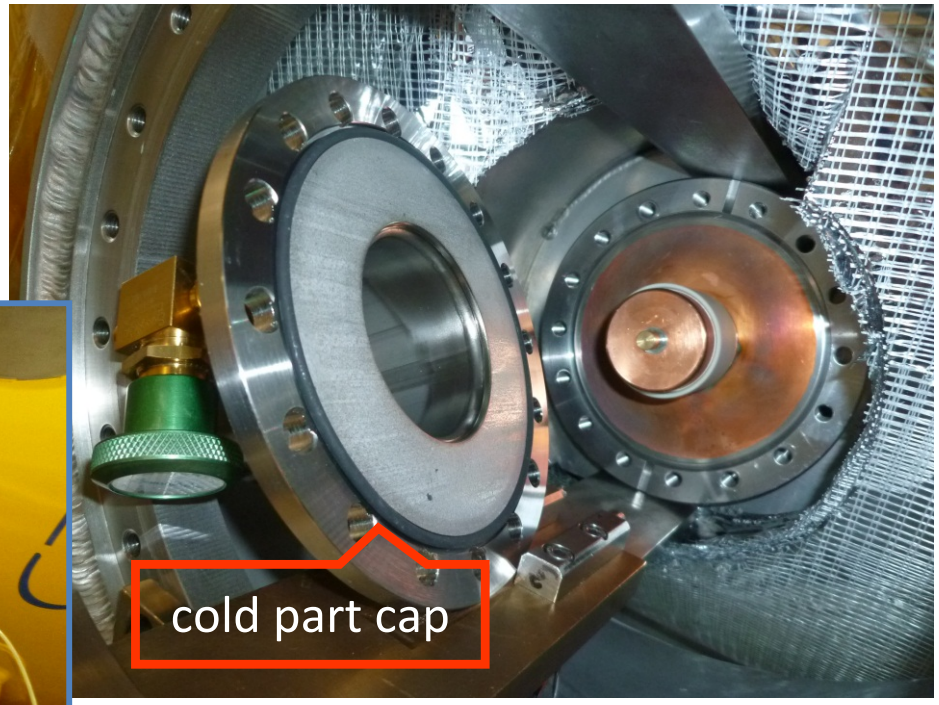

warm part flange / inner conductor

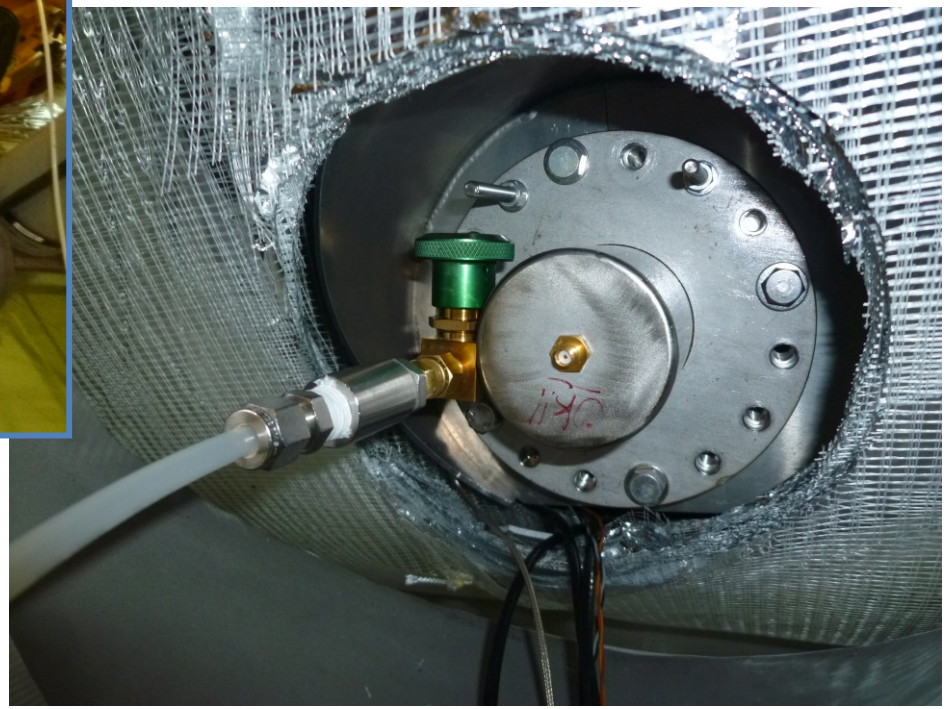

cold window


cold bellow supporting screws


warm part closed and filled with nitrogen

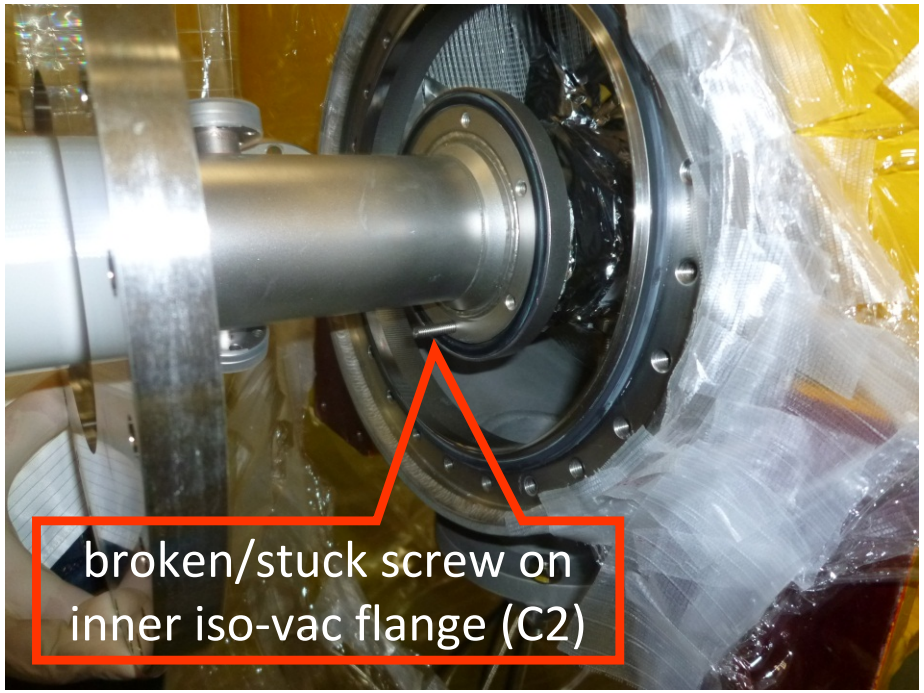
pump/purge procedure:
filling with dry nitrogen





warm parts closed and filled with nitrogen, cold parts closed with caps and also filled with nitrogen for storage

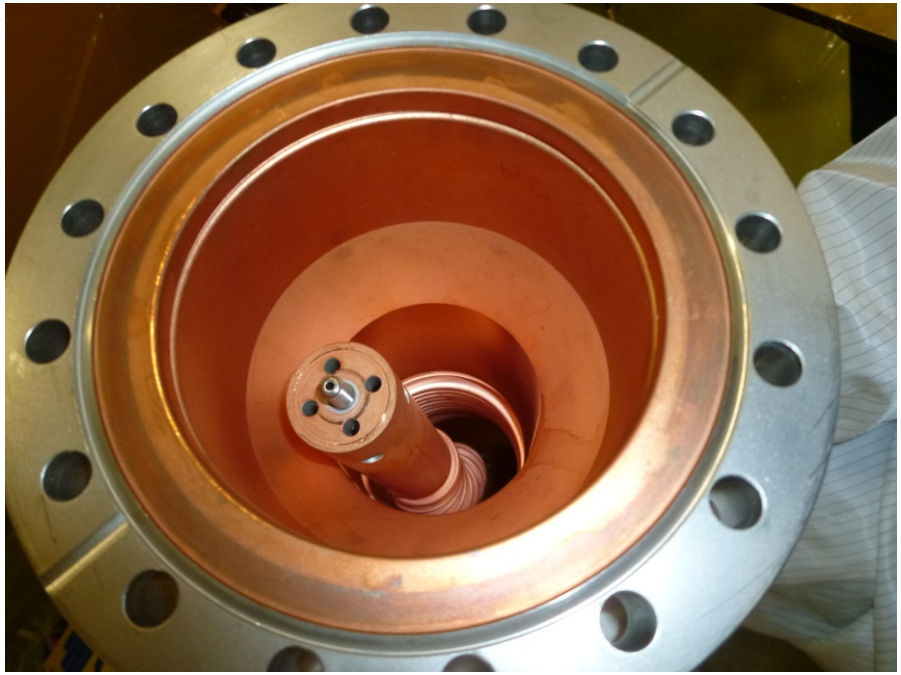

broken thread on tuning flange (C2):
Fixed / OK


broken/stuck screw on
inner iso-vac flange (C2)

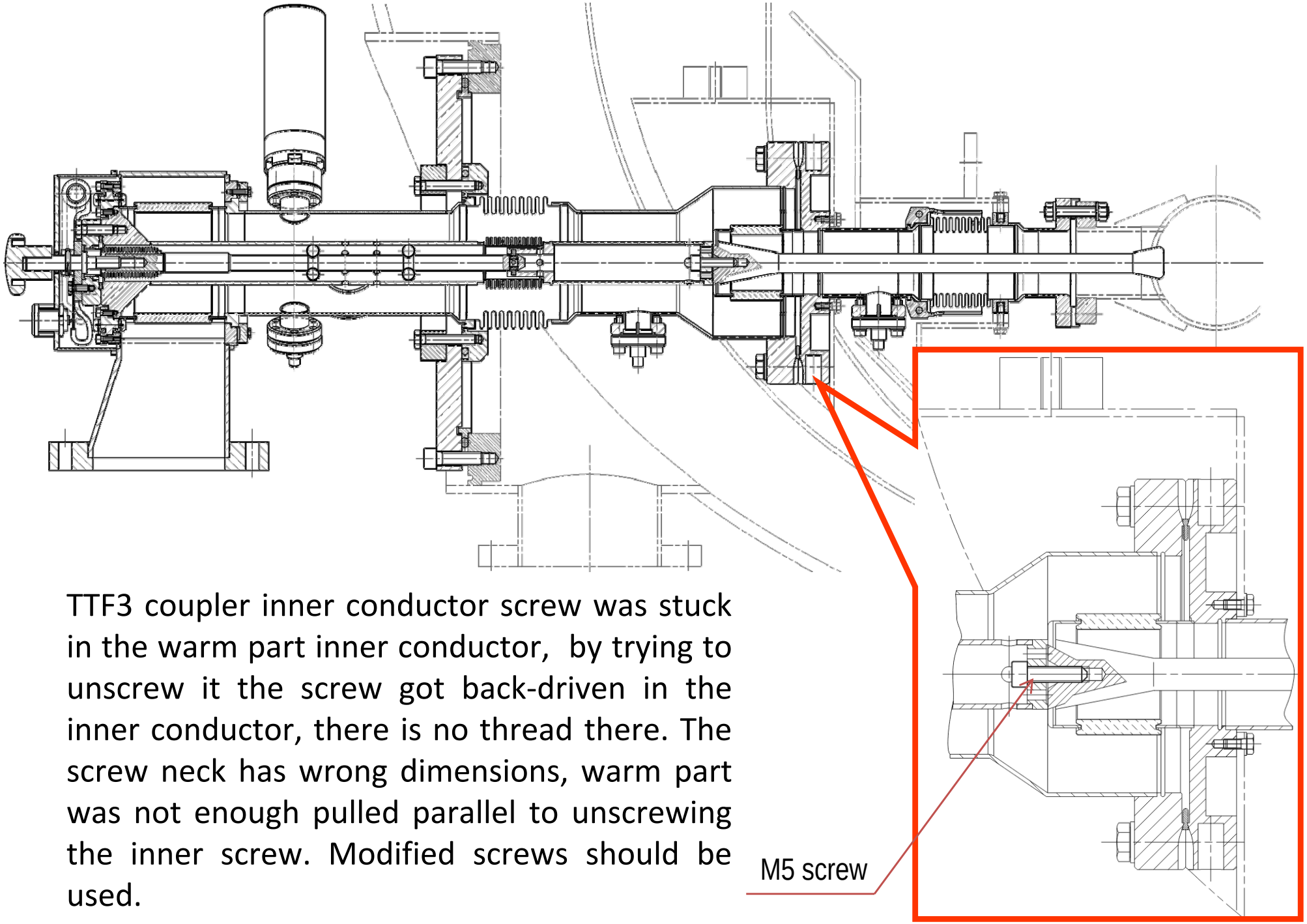

warm parts
from FNAL
broken screw

warm part C3 removing

Problem with warm part C3 inner conductor screw. The M5 screw was stuck/seized in the warm part inner conductor (not in the cold part). Removing (unscrewing) the screw with force caused strong bellow deformation. It was not clear where the screw stuck (cold/warm part) during the dismounting.

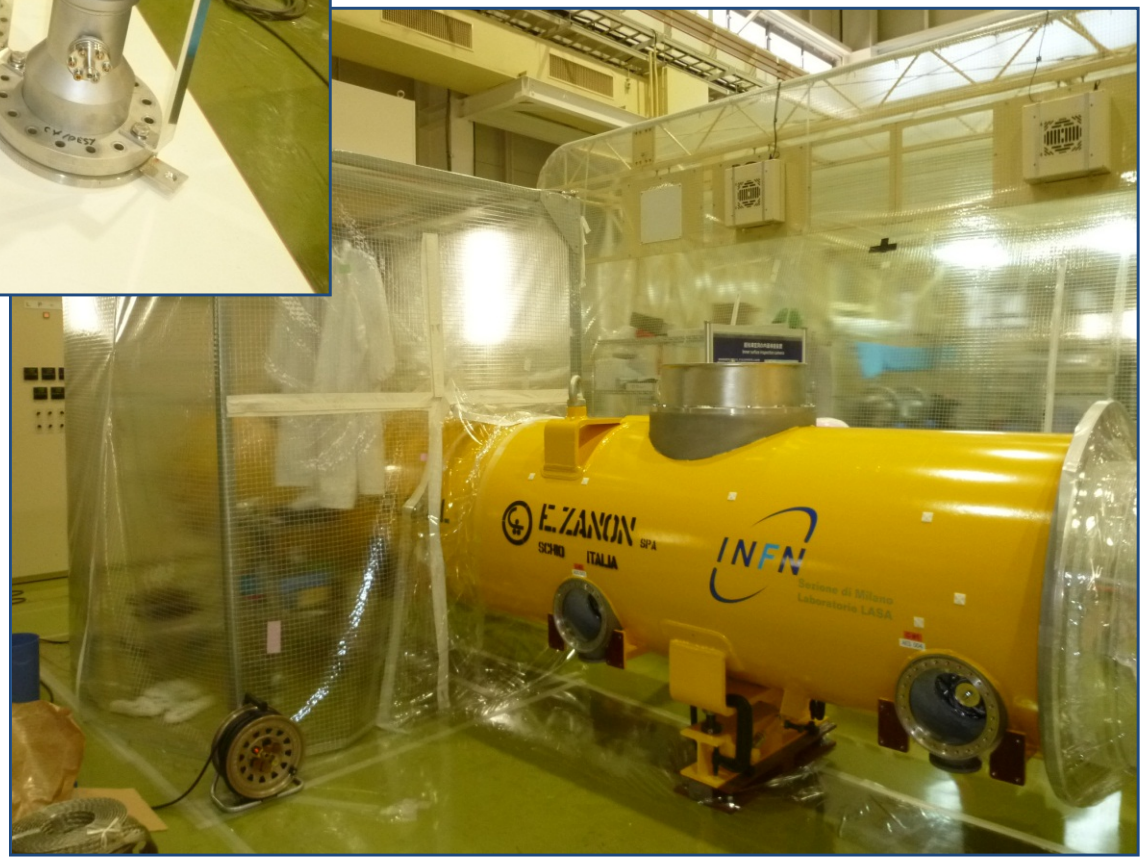



strong inner conductor bellow deformation



TTF3 coupler inner conductor screw was stuck in the warm part inner conductor, by trying to unscrew it the screw got back-driven in the inner conductor, there is no thread there. The screw neck has wrong dimensions, warm part was not enough pulled parallel to unscrewing the inner screw. Modified screws should be used.

finished disassembly of
4 warm coupler parts



Thank You !