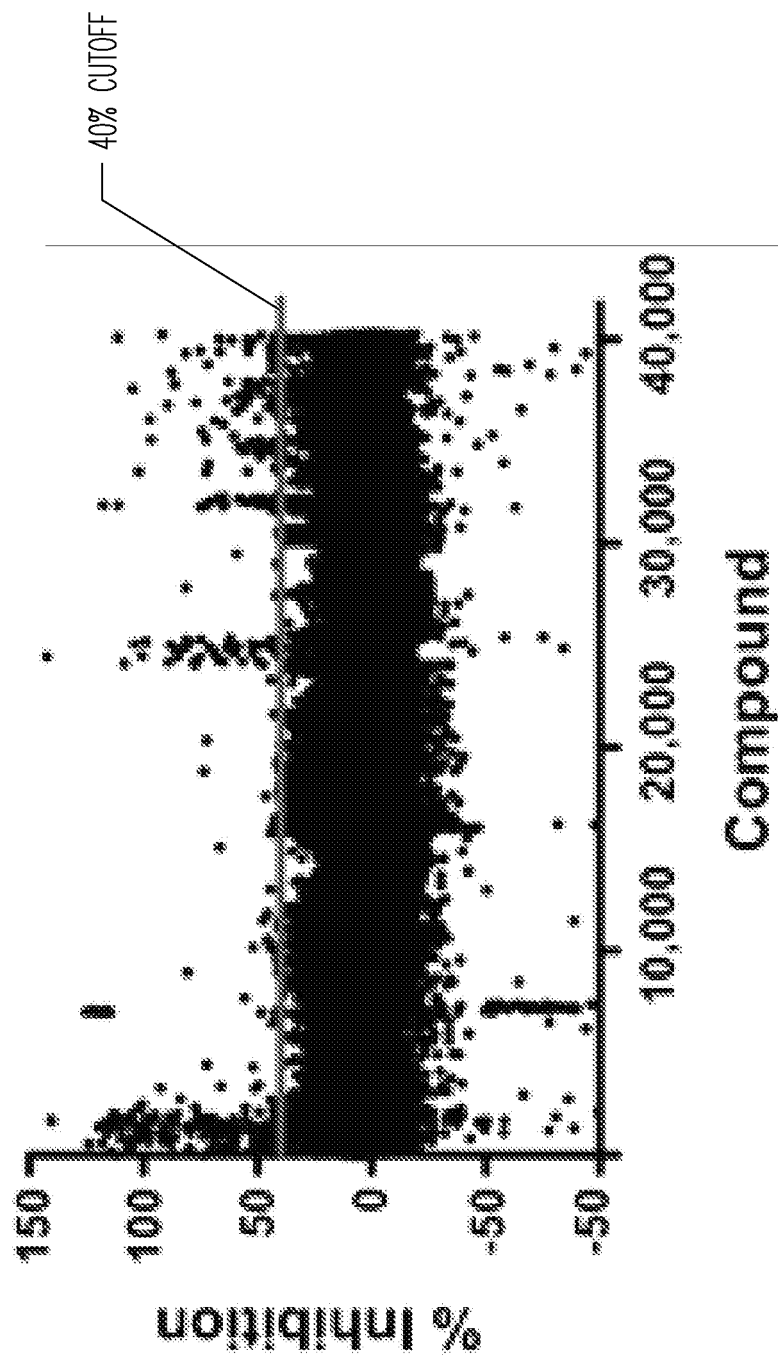


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Fig. 1A

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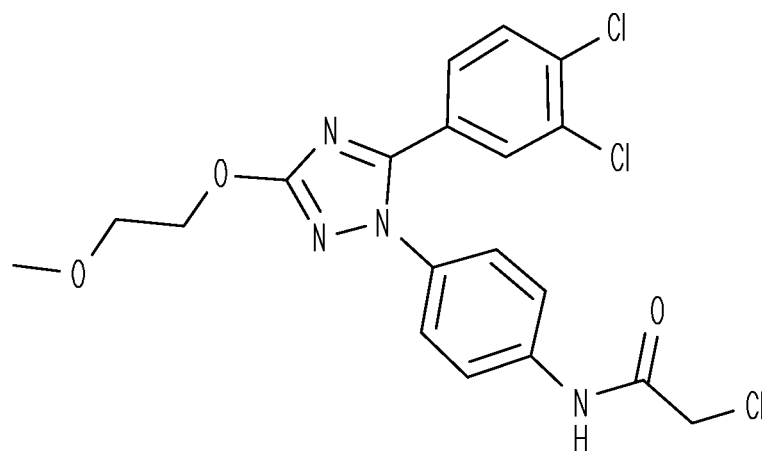
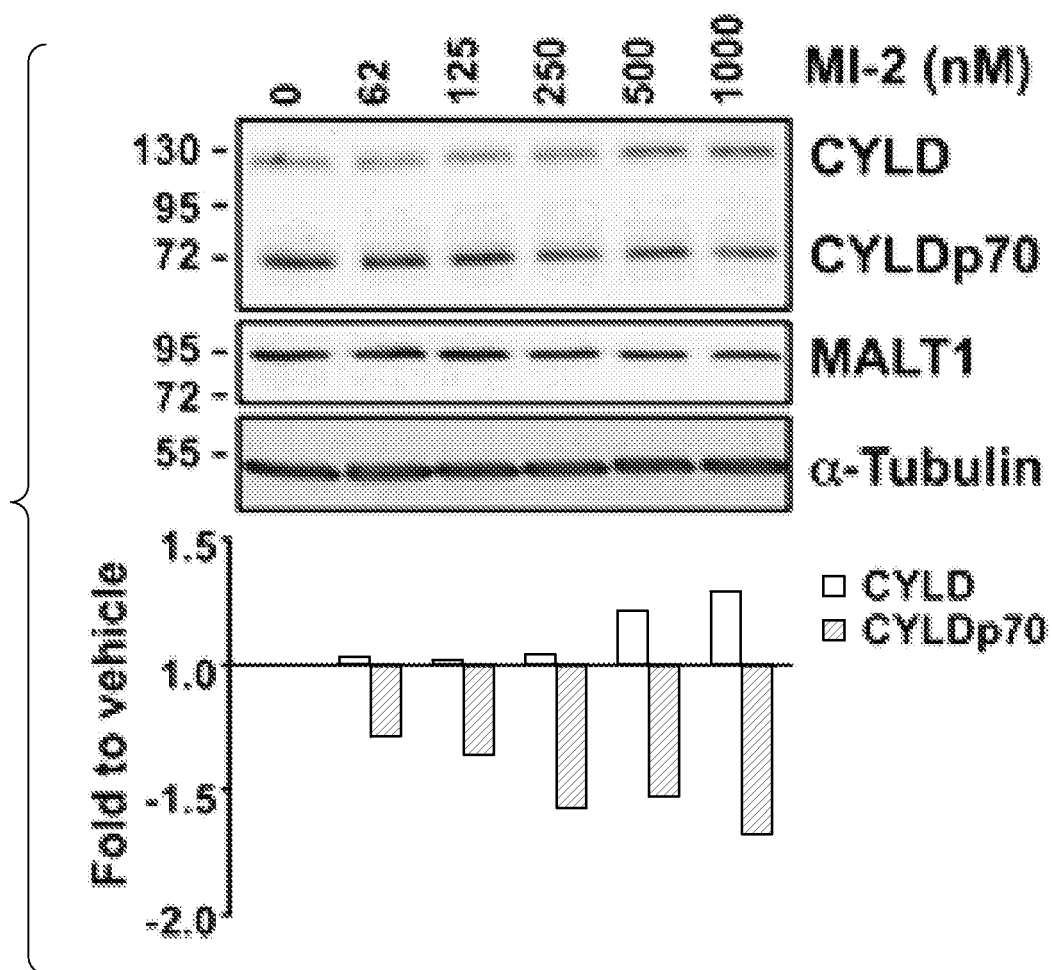
*Fig. 1B*

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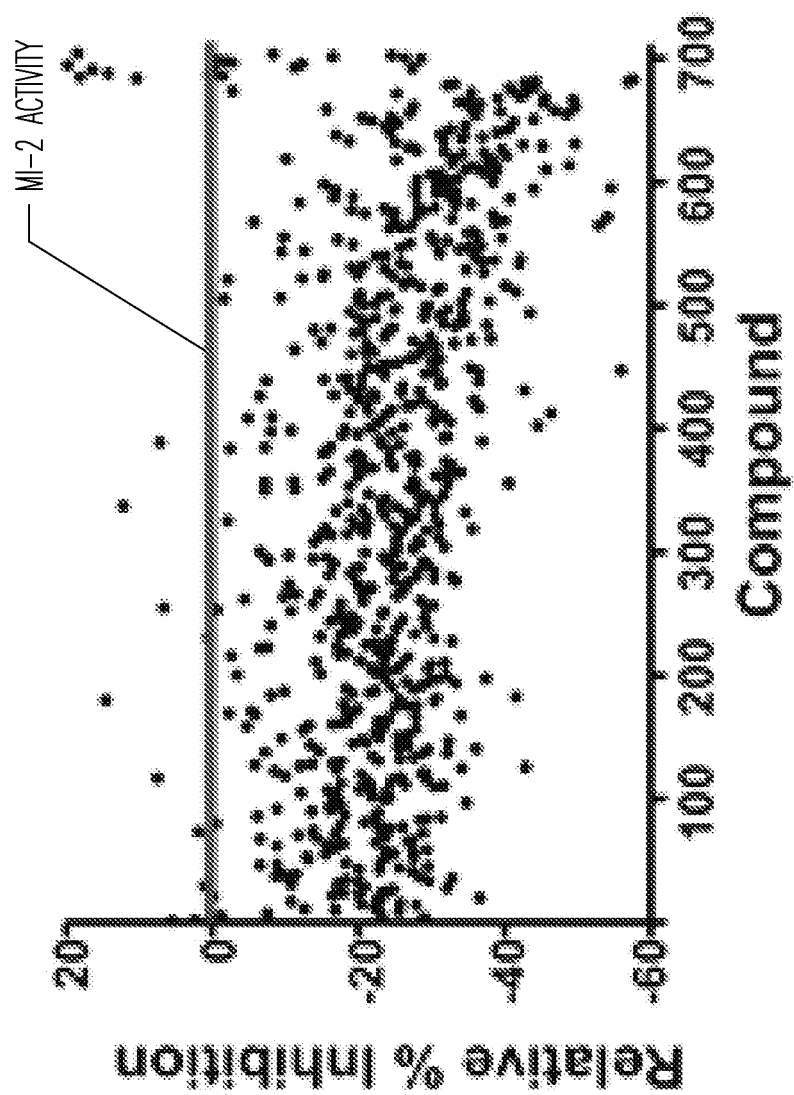
ID#	IC ₅₀ (μM)	OCI-Ly1	TMD8	HBL-1	fold difference	GI ₂₅ (μM)
MI-1	1.78				0.76	
*MI-2	5.84				6.04	
MI-3	1.99				ND	
*MI-4	1.58				8.00	
MI-5	0.39				1.65	
MI-6	19.95				>7.0	
MI-7	0.35				3.04	
MI-8	7.94				3.26	
MI-9	1.78				ND	
MI-10	1.12				2.26	
*MI-11	0.40				19.77	
MI-12	6.31				ND	
MI-13	3.98				1.52	
MI-14	17.78				ND	
MI-15	15.85				>24.1	
MI-16	10.00				1.04	
MI-17	1.42				4.18	
MI-18	0.56				0.31	
MI-19	2.51				ND	

Fig. 1C

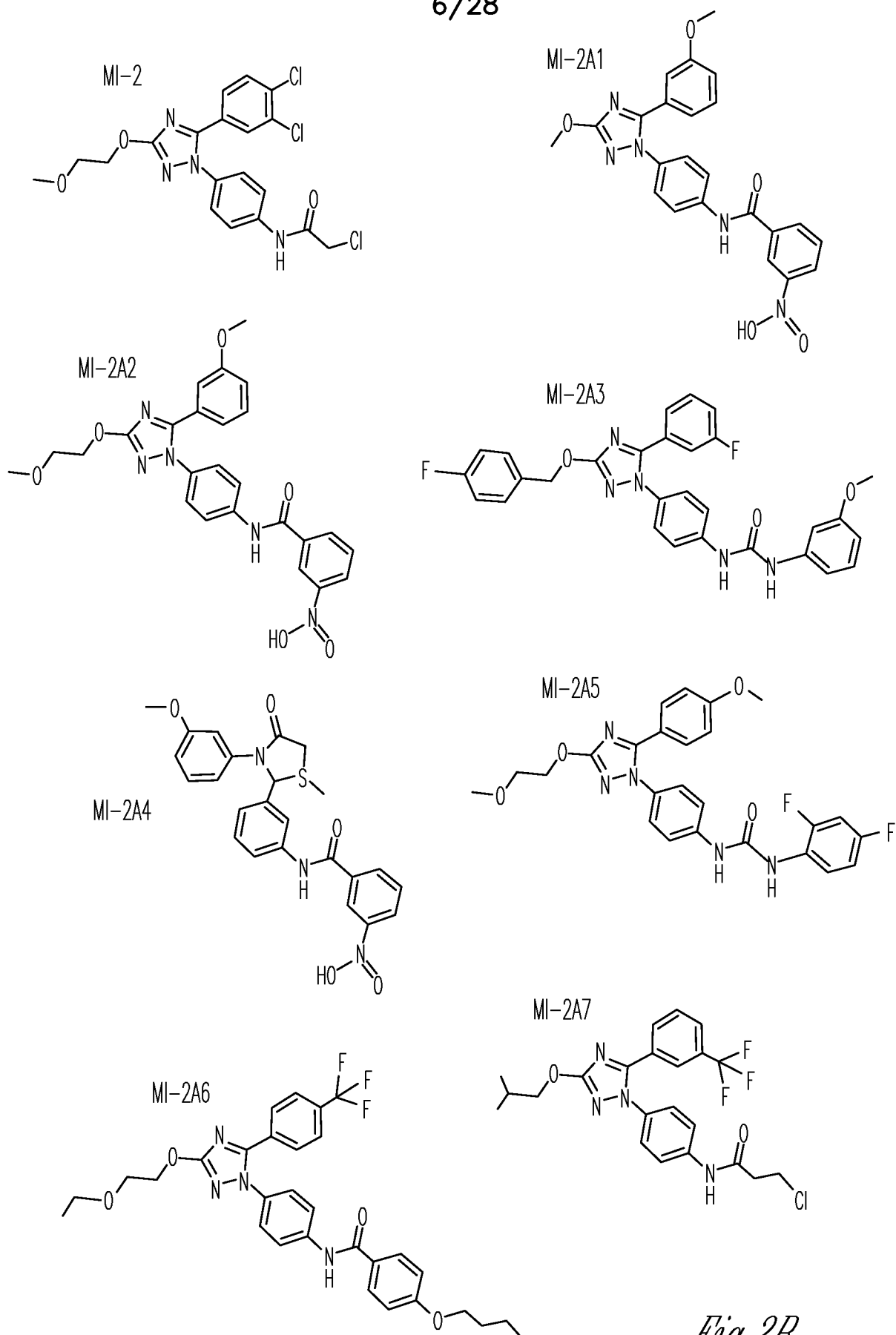
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*Fig. 1D**Fig. 1E*

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*Fig. 2A*

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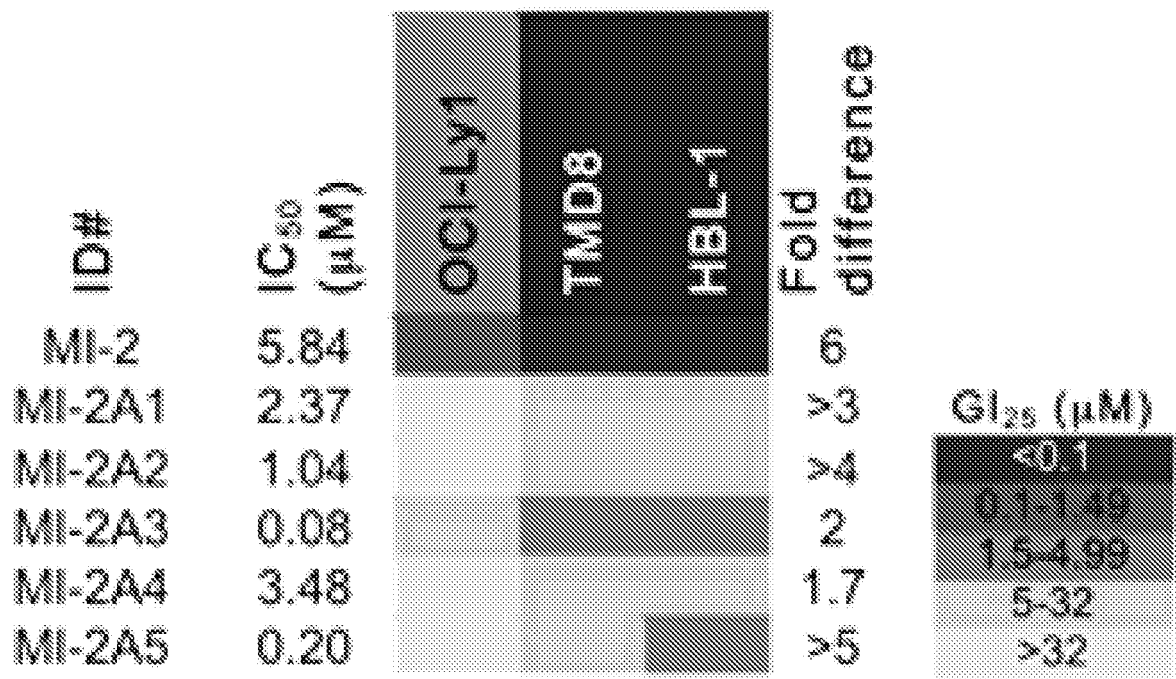


Fig. 2C

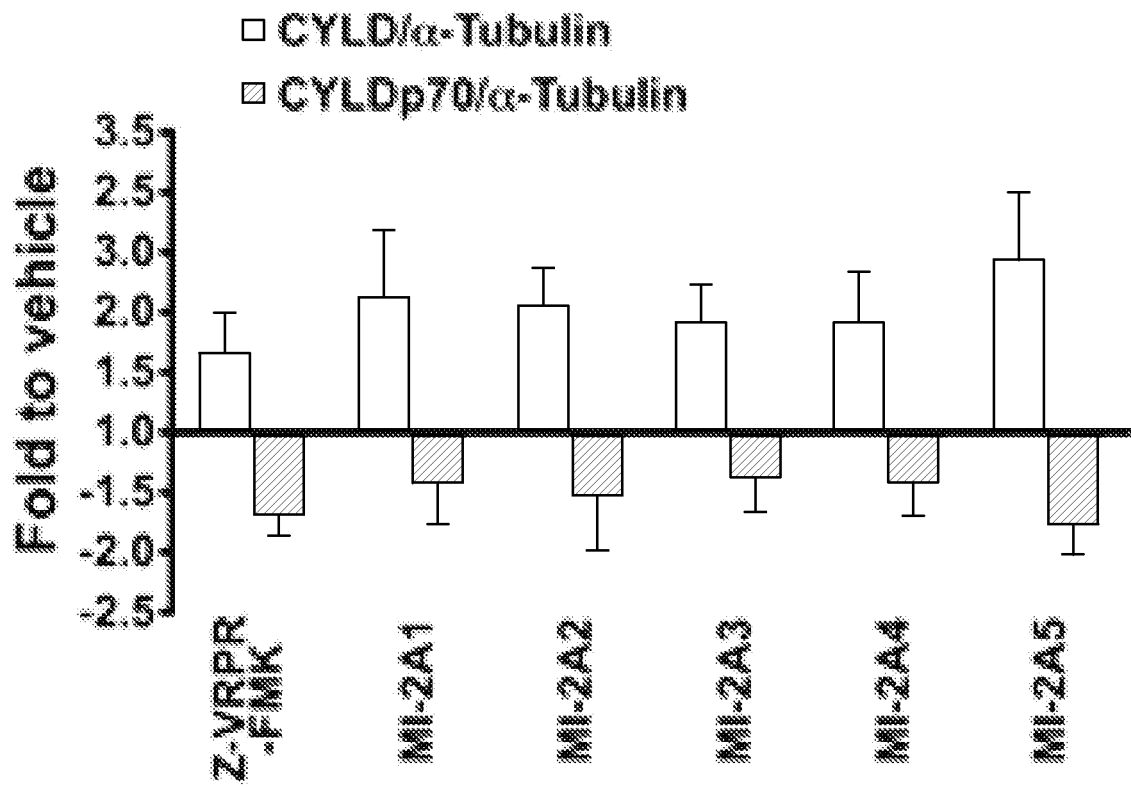
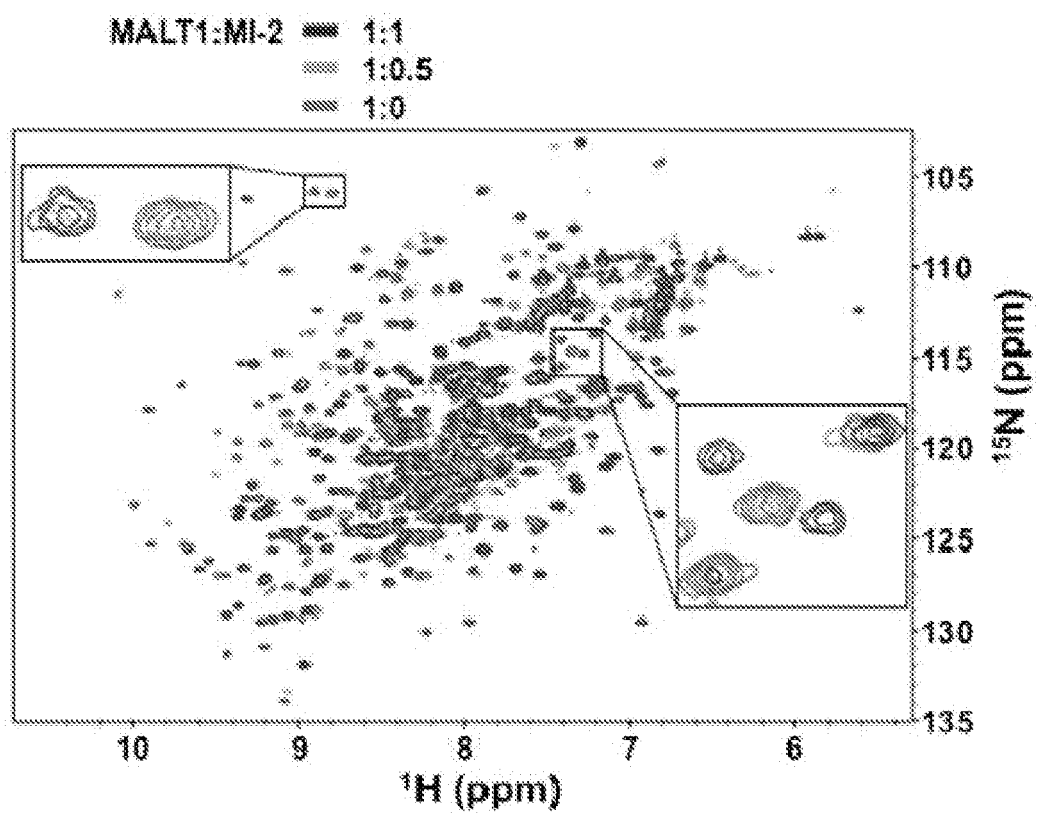
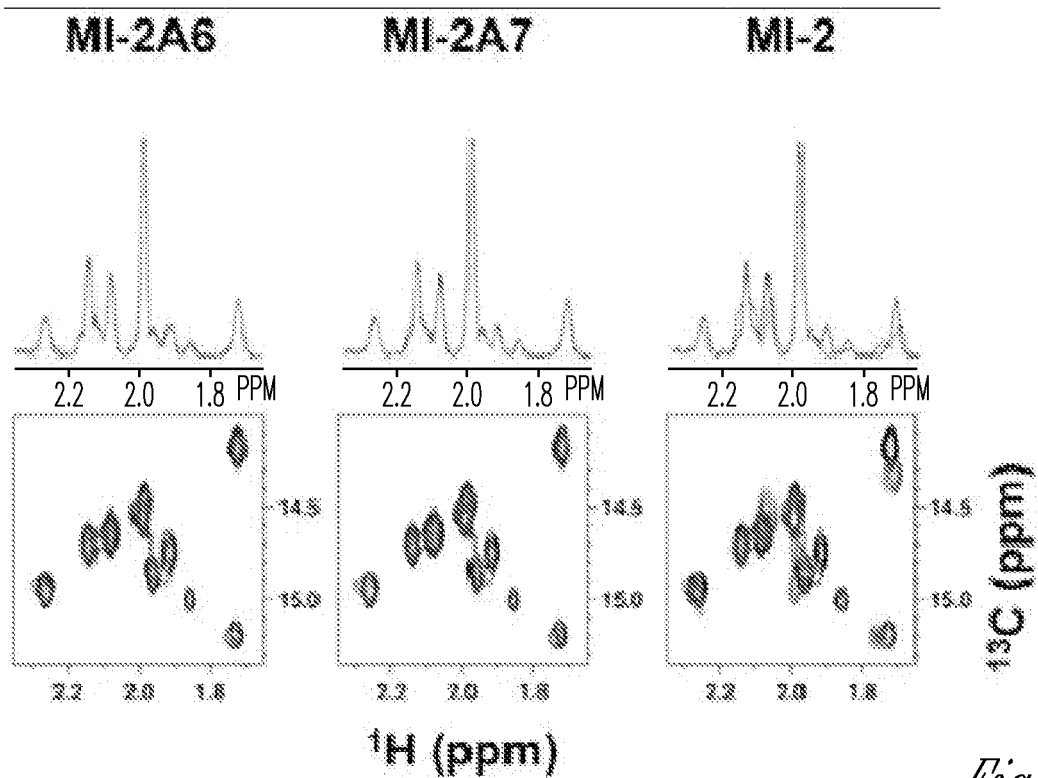
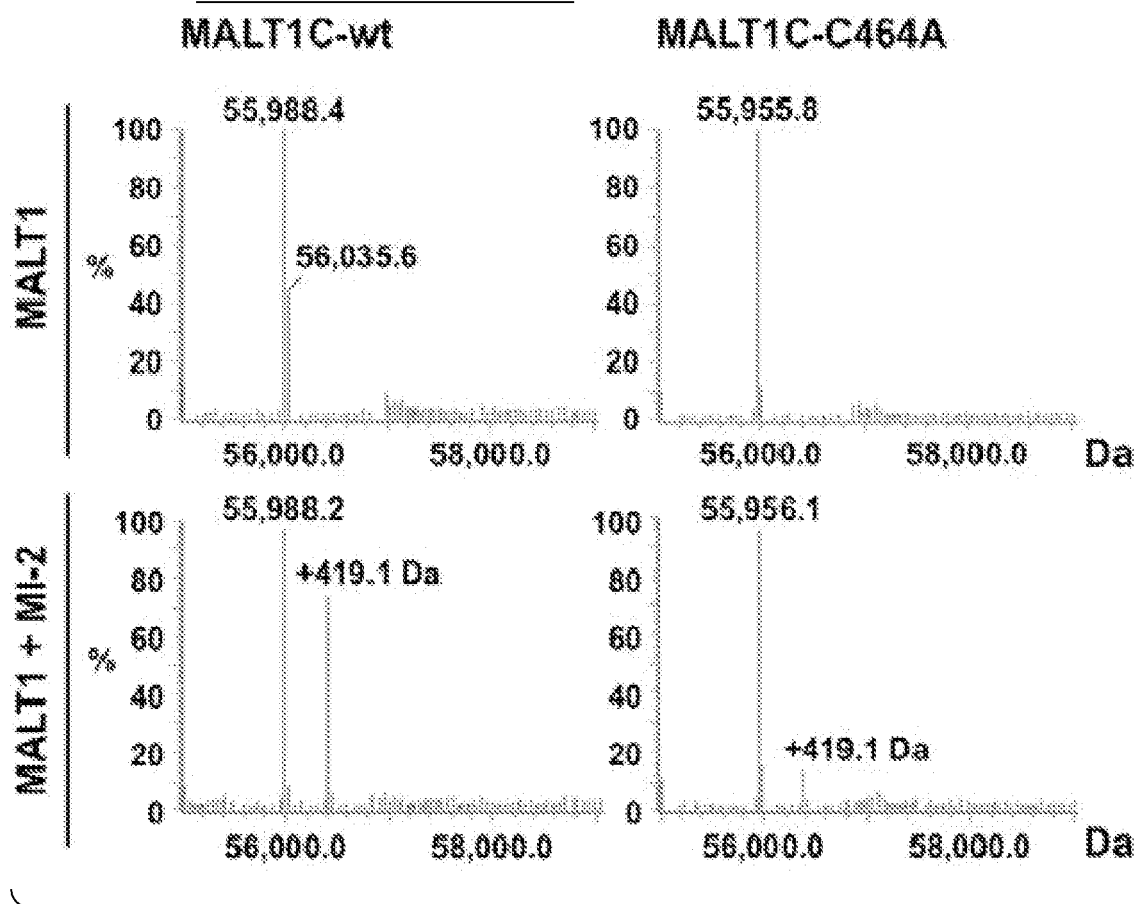
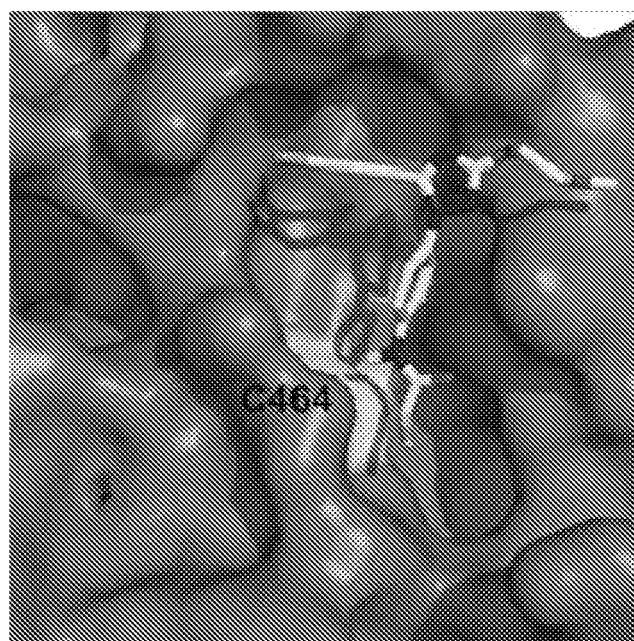


Fig. 2D

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*Fig. 3A**Fig. 3B*

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*Fig. 3C**Fig. 3D*

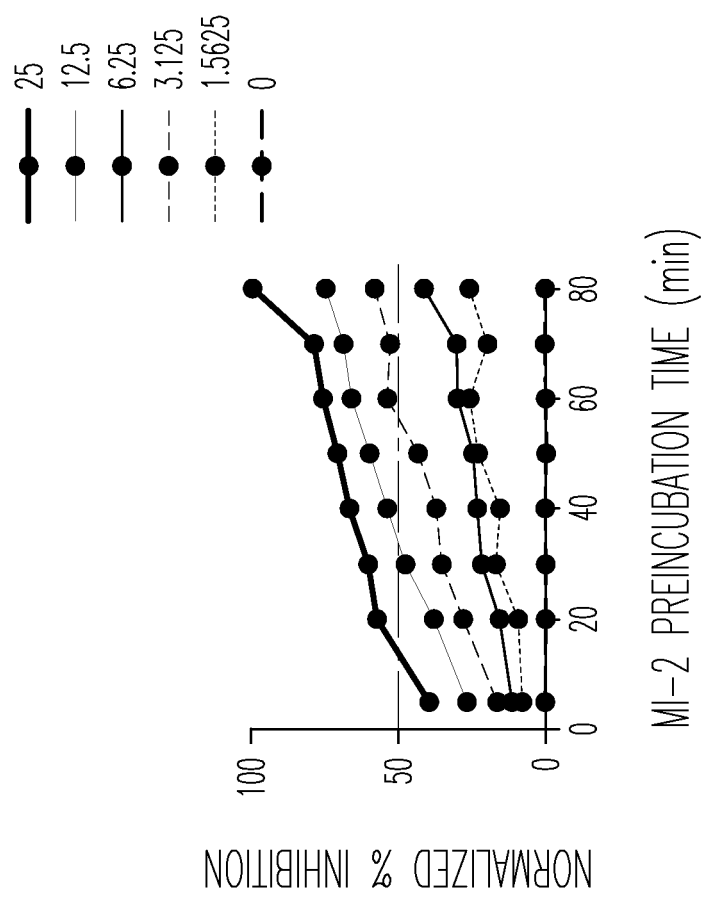
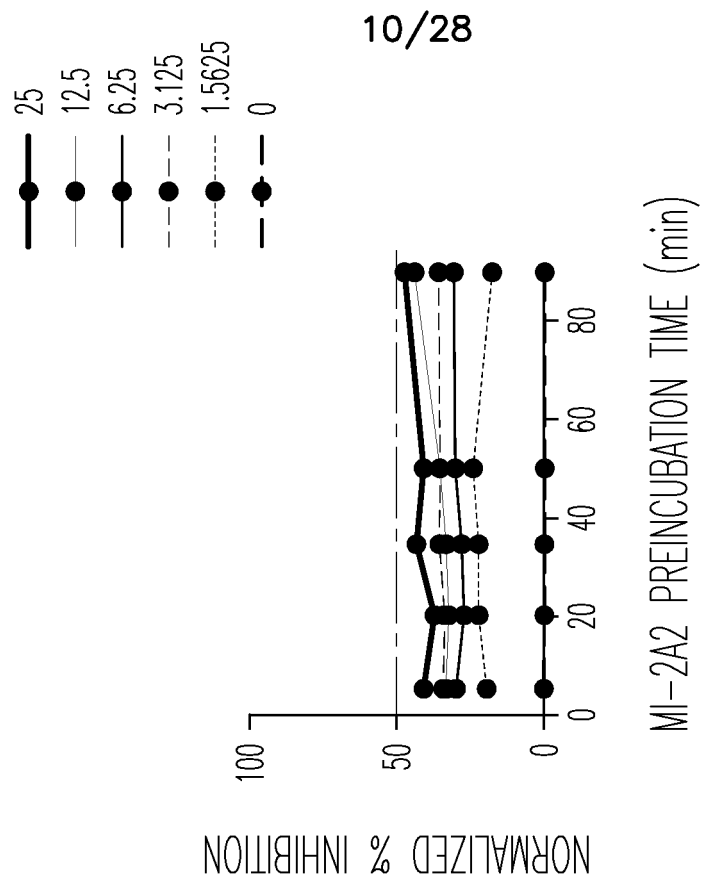
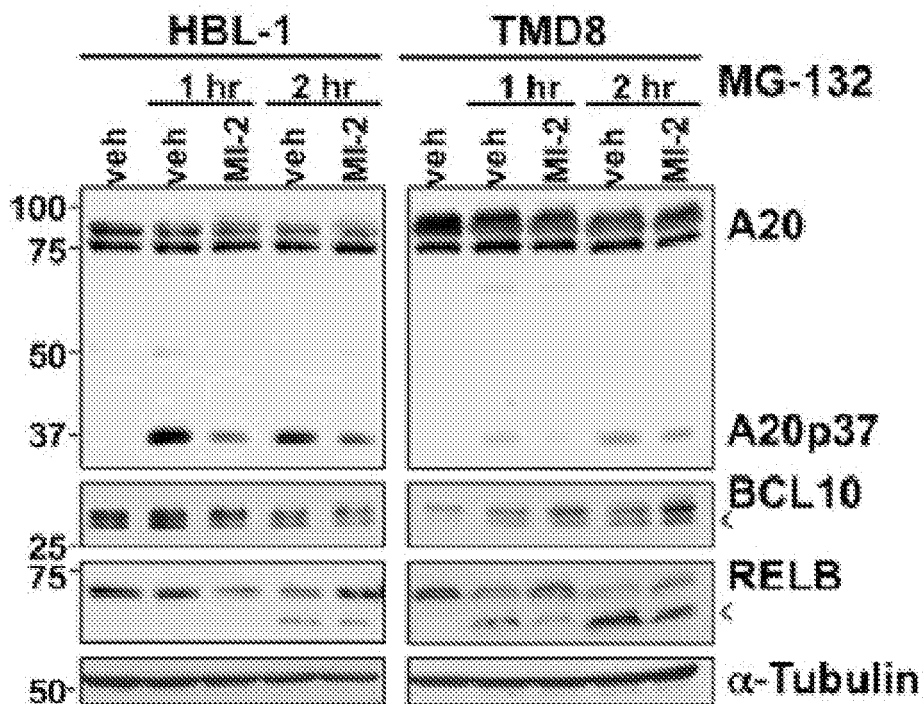
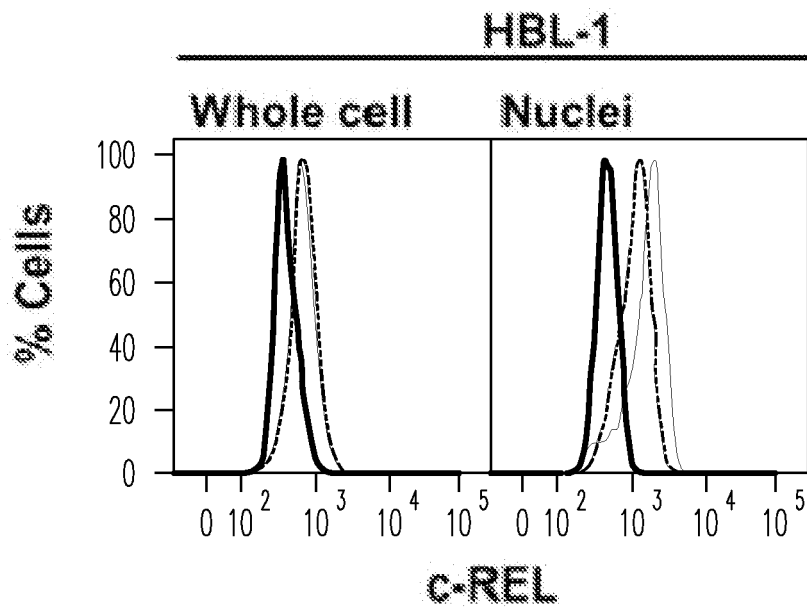


Fig. 3E

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*Fig. 4A*

--- MI-2
----- Z-VPRPR-FMK
— vehicle
— Ig control

*Fig. 4B*

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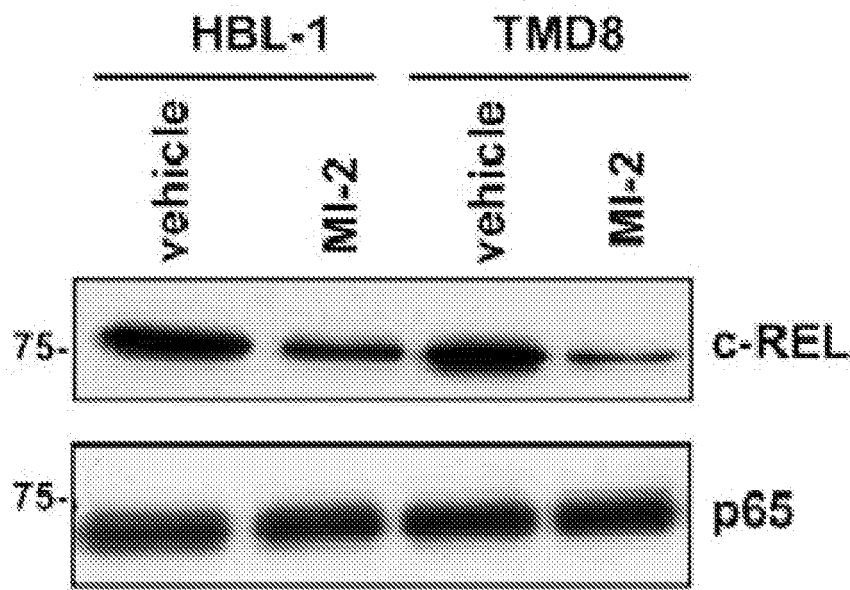


Fig. 4C

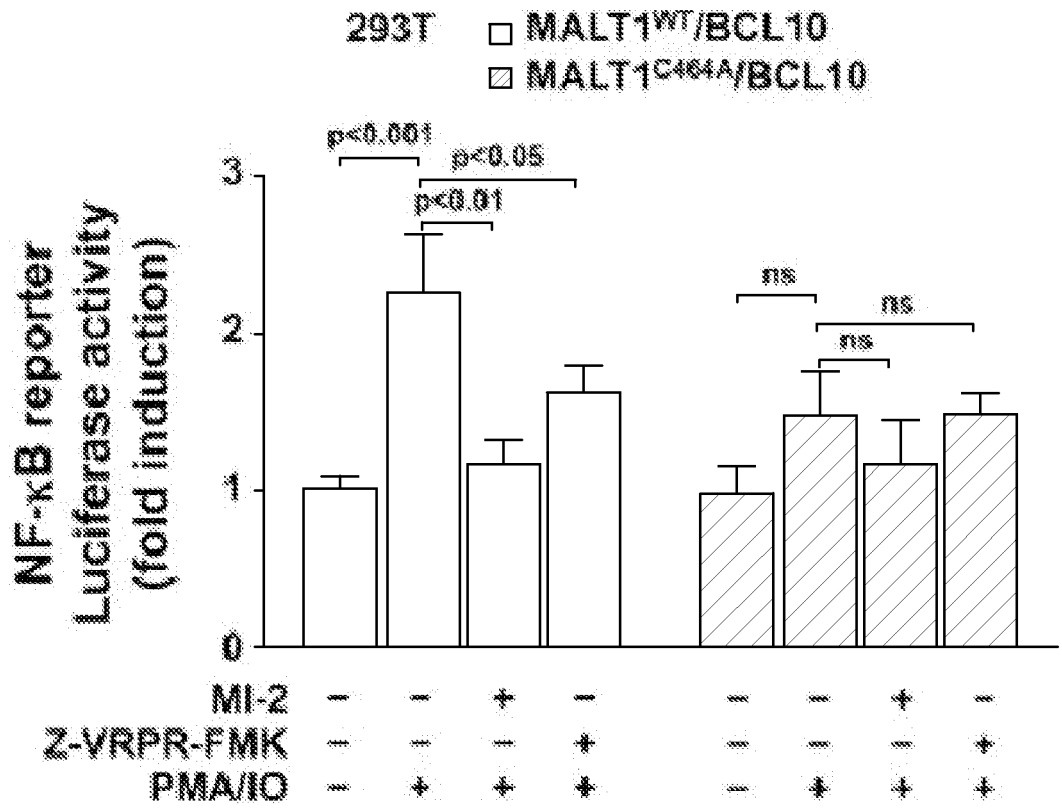


Fig. 4D

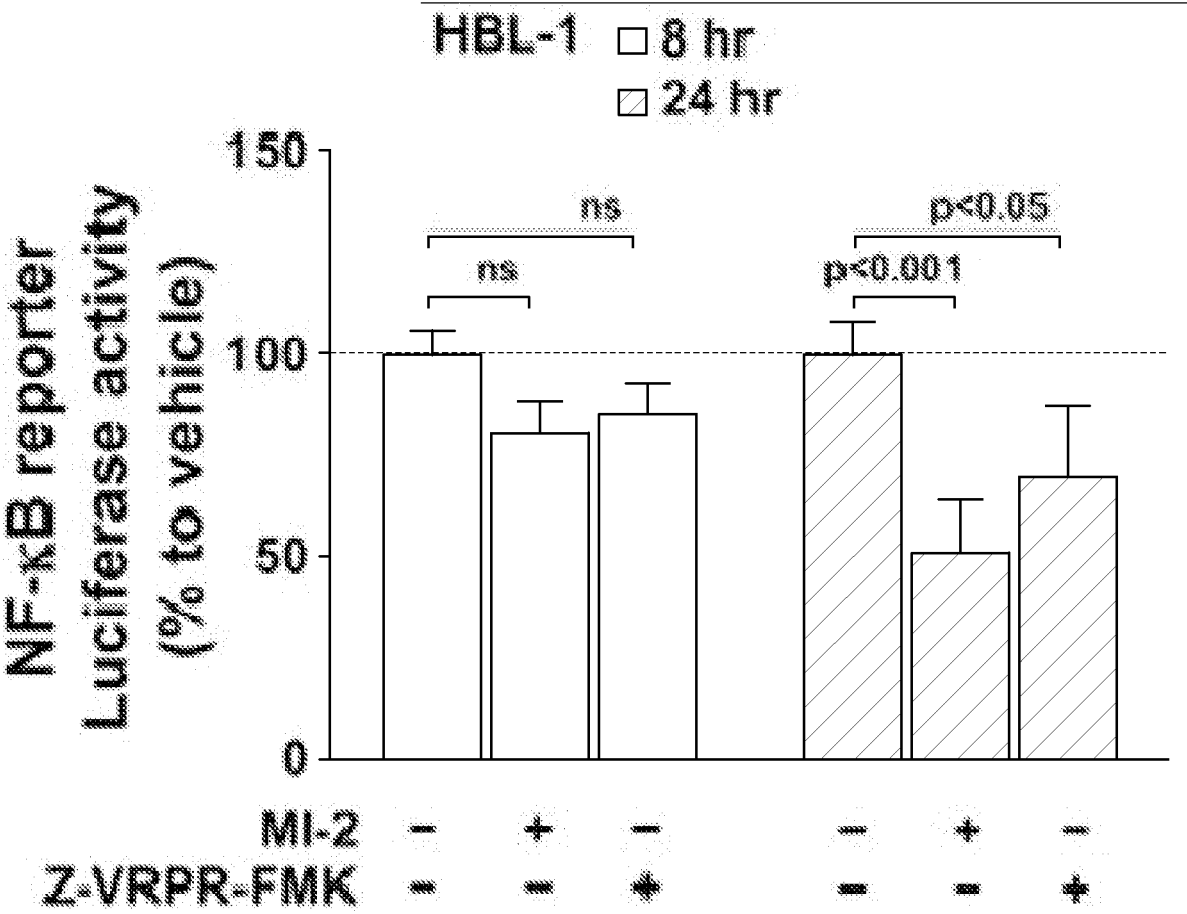
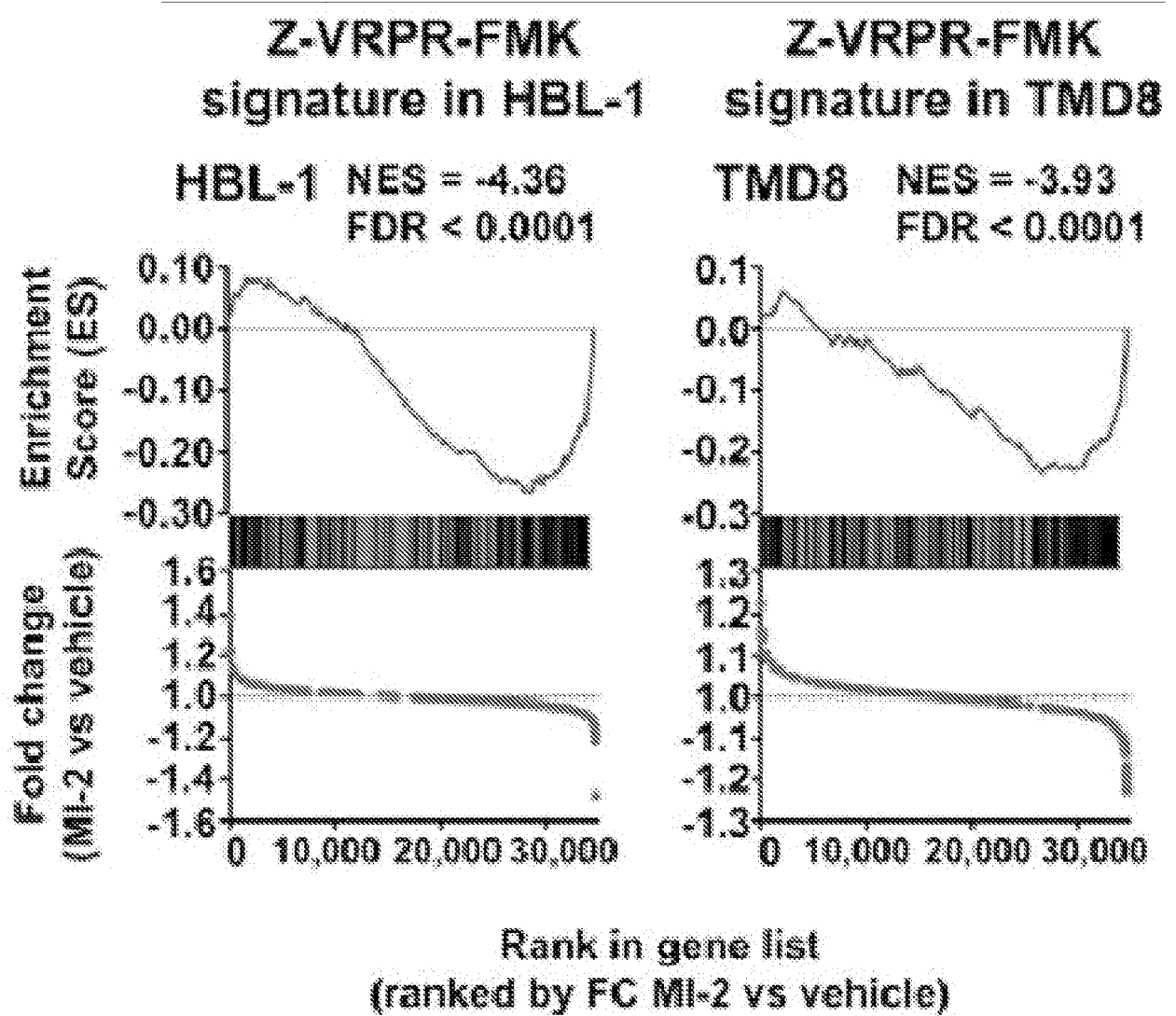


Fig. 4E

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*Fig. 4F*

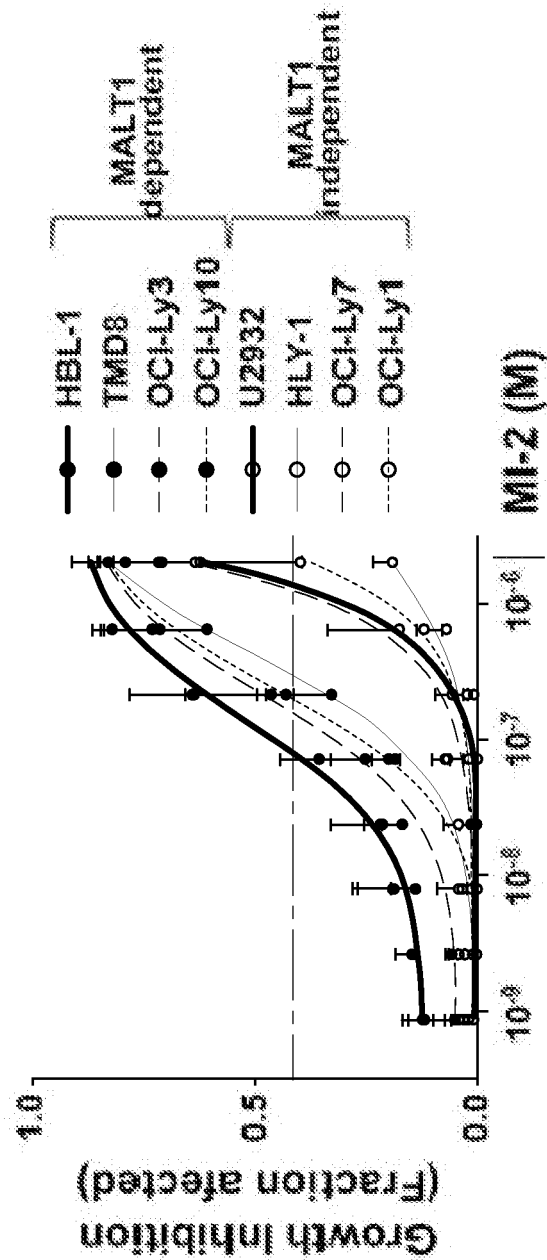
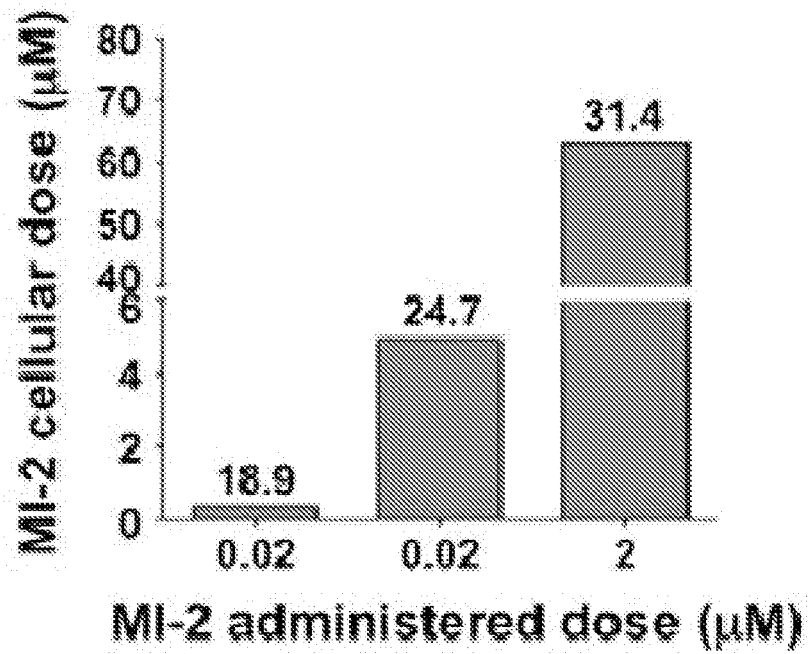
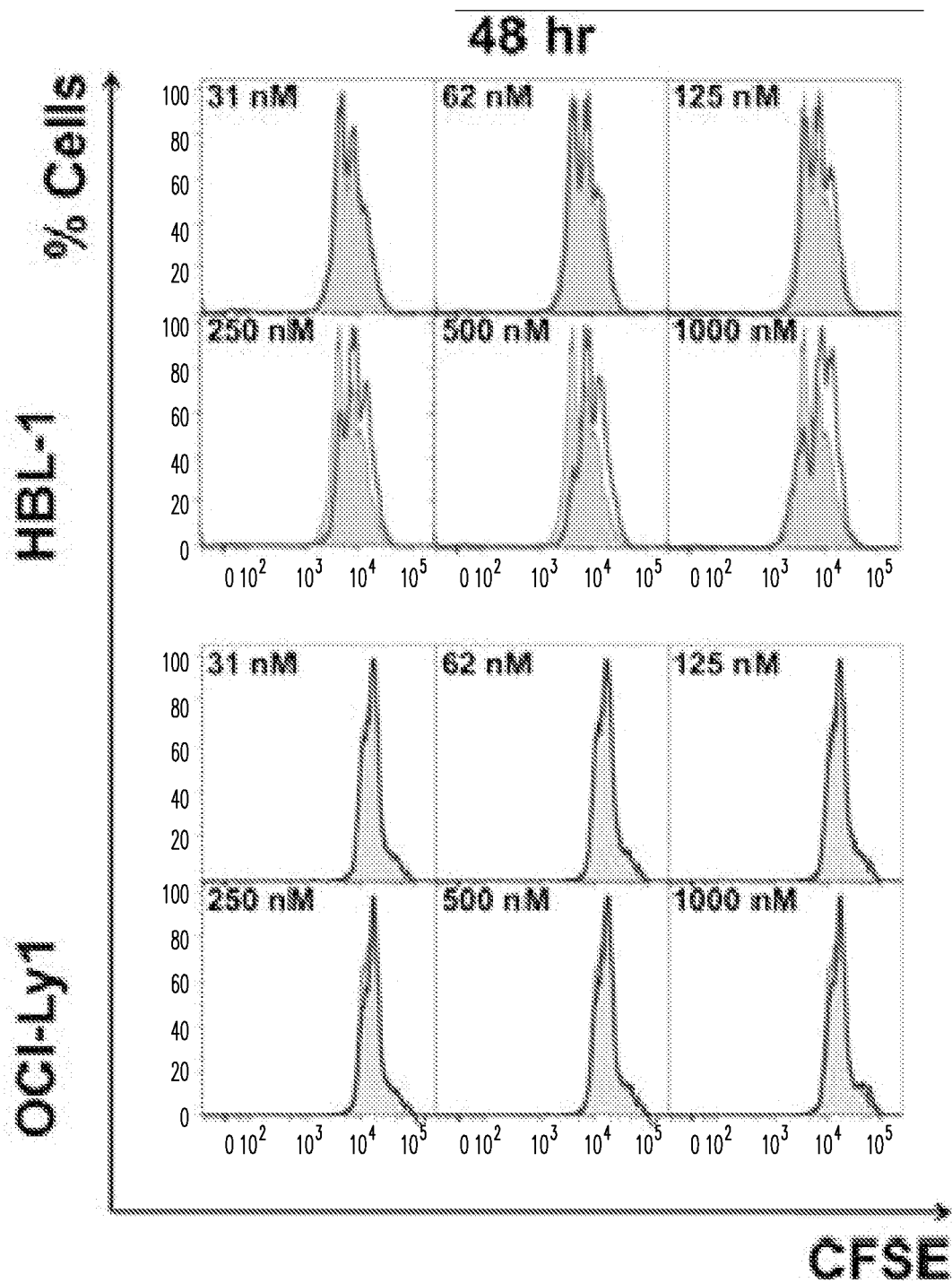


Fig. 5A

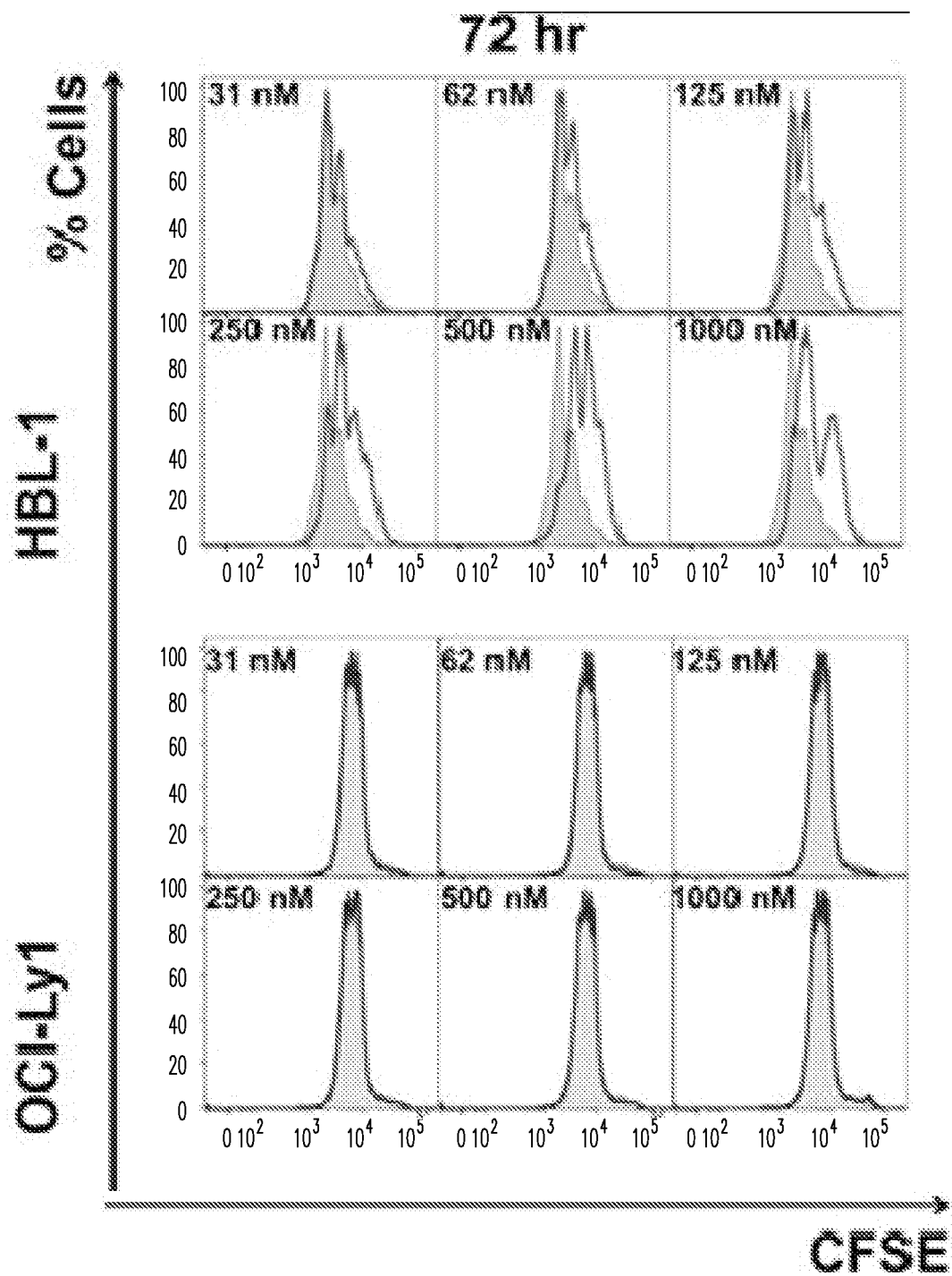
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*Fig. 5B*

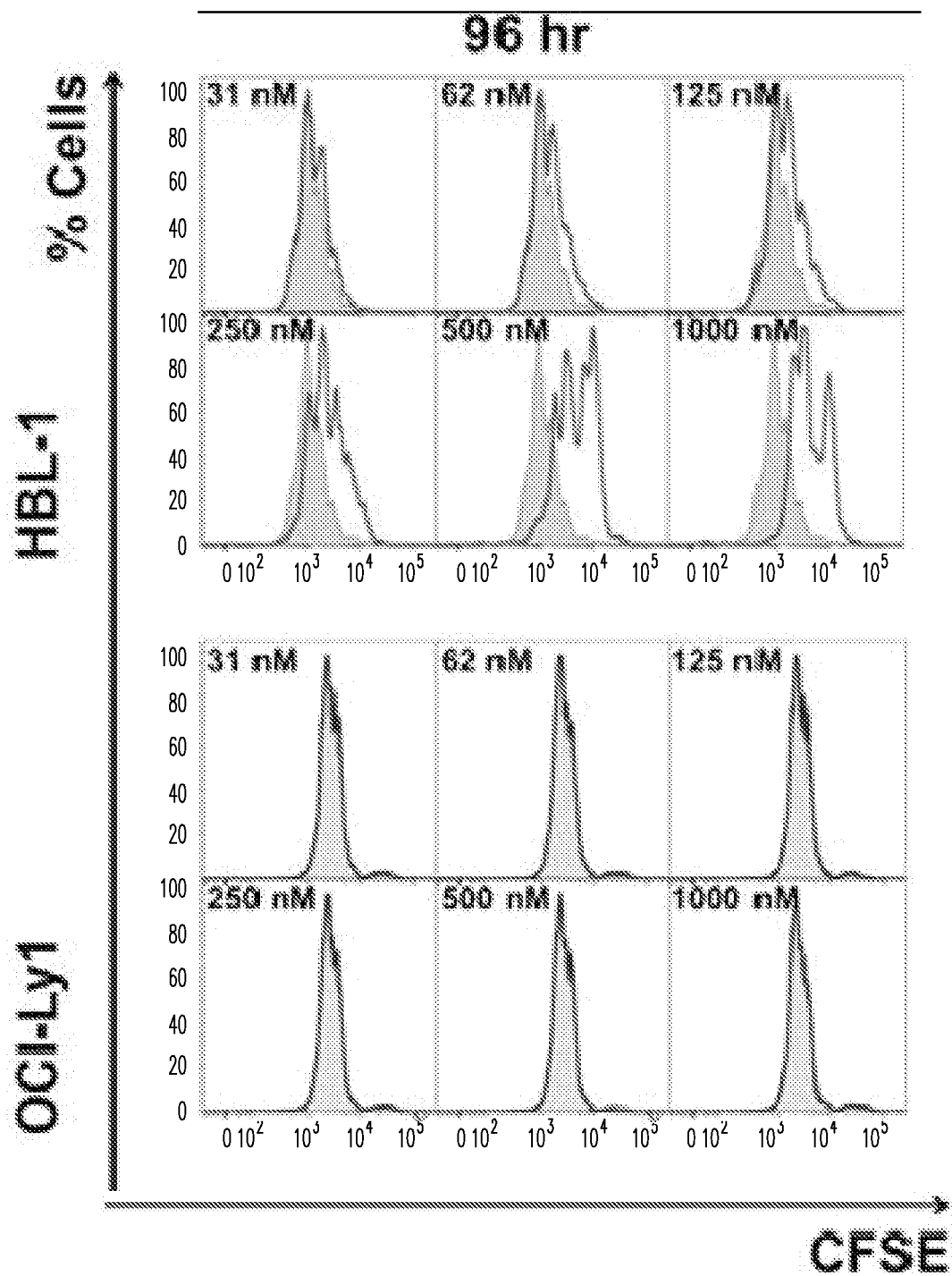
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*Fig. 5C1*

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*Fig. 5C2*

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*Fig. 5C3*

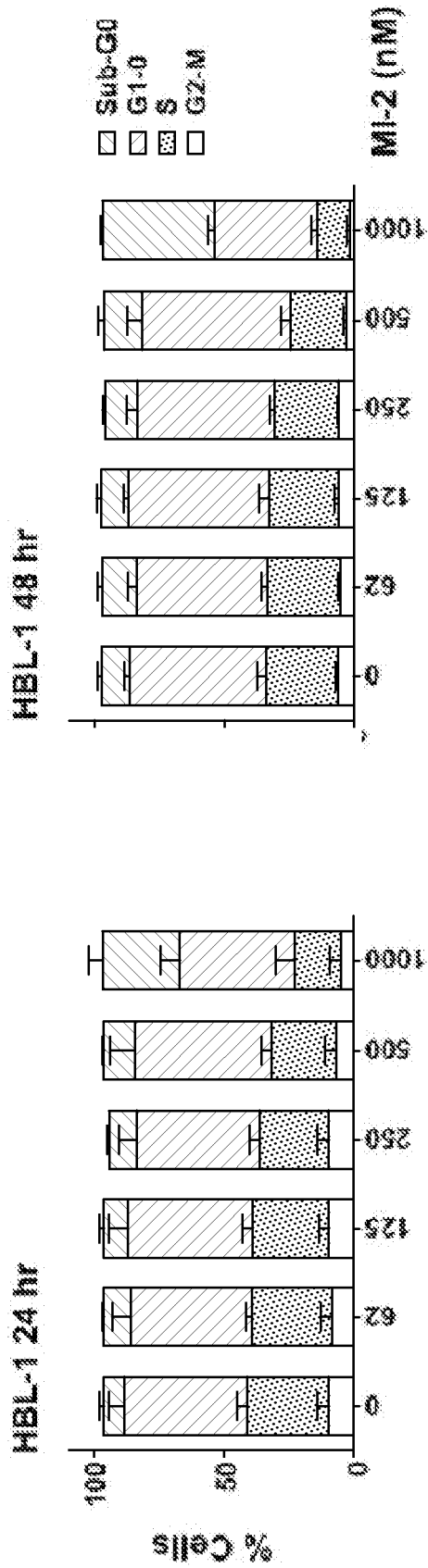


Fig. 5D

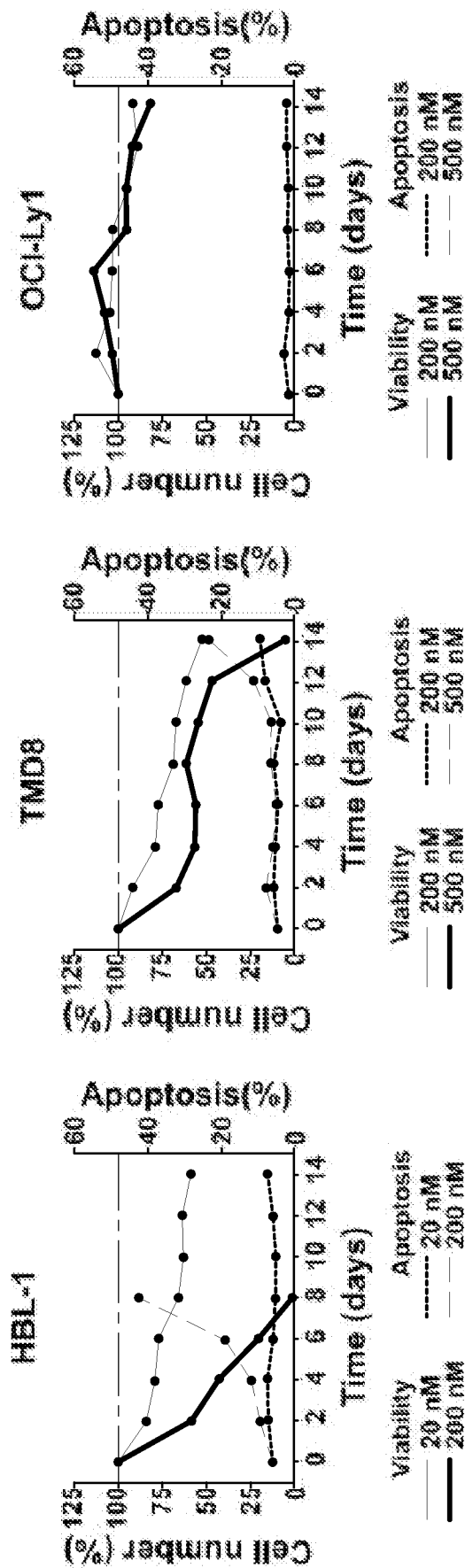


Fig. 5E

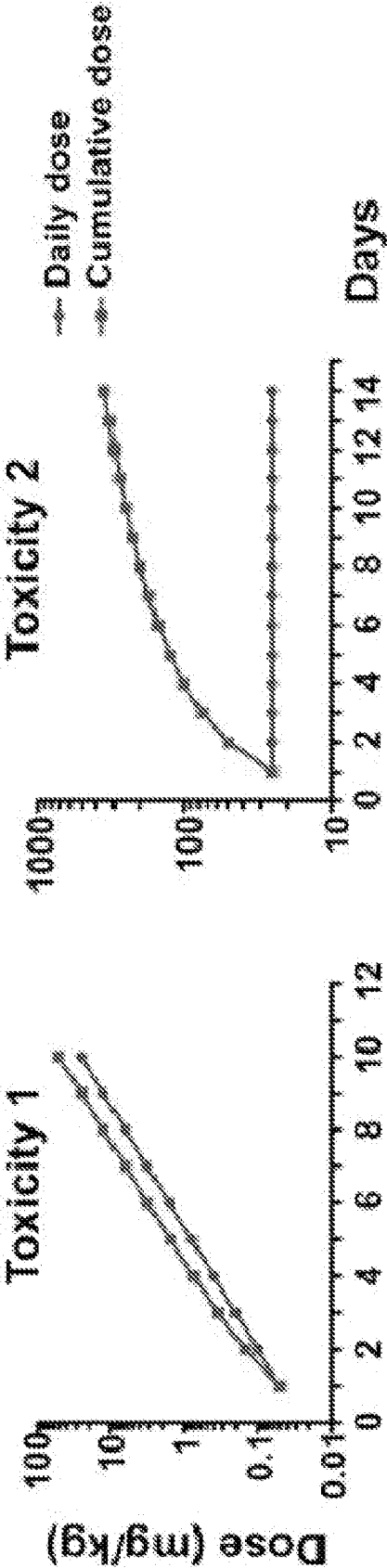


Fig. 6A

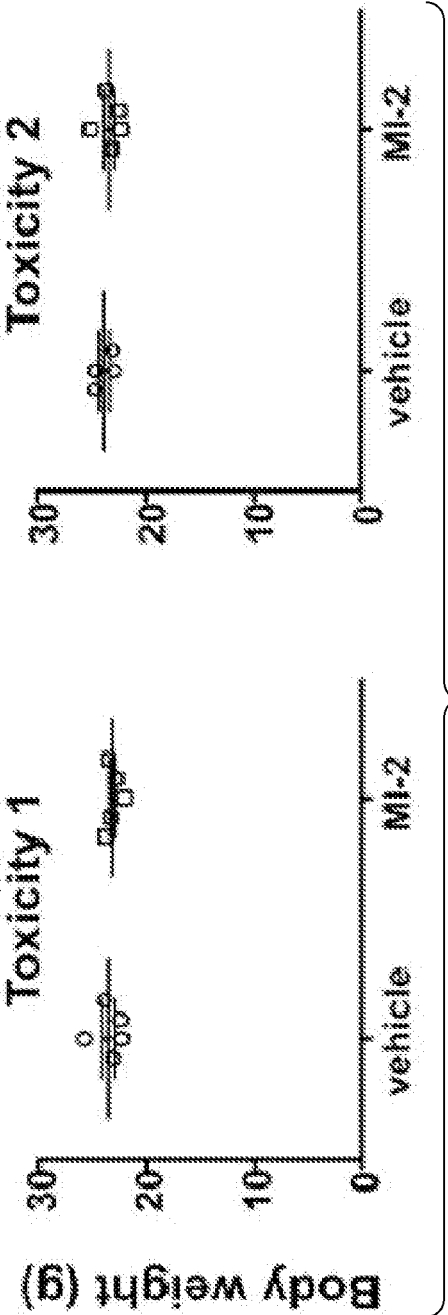


Fig. 6B

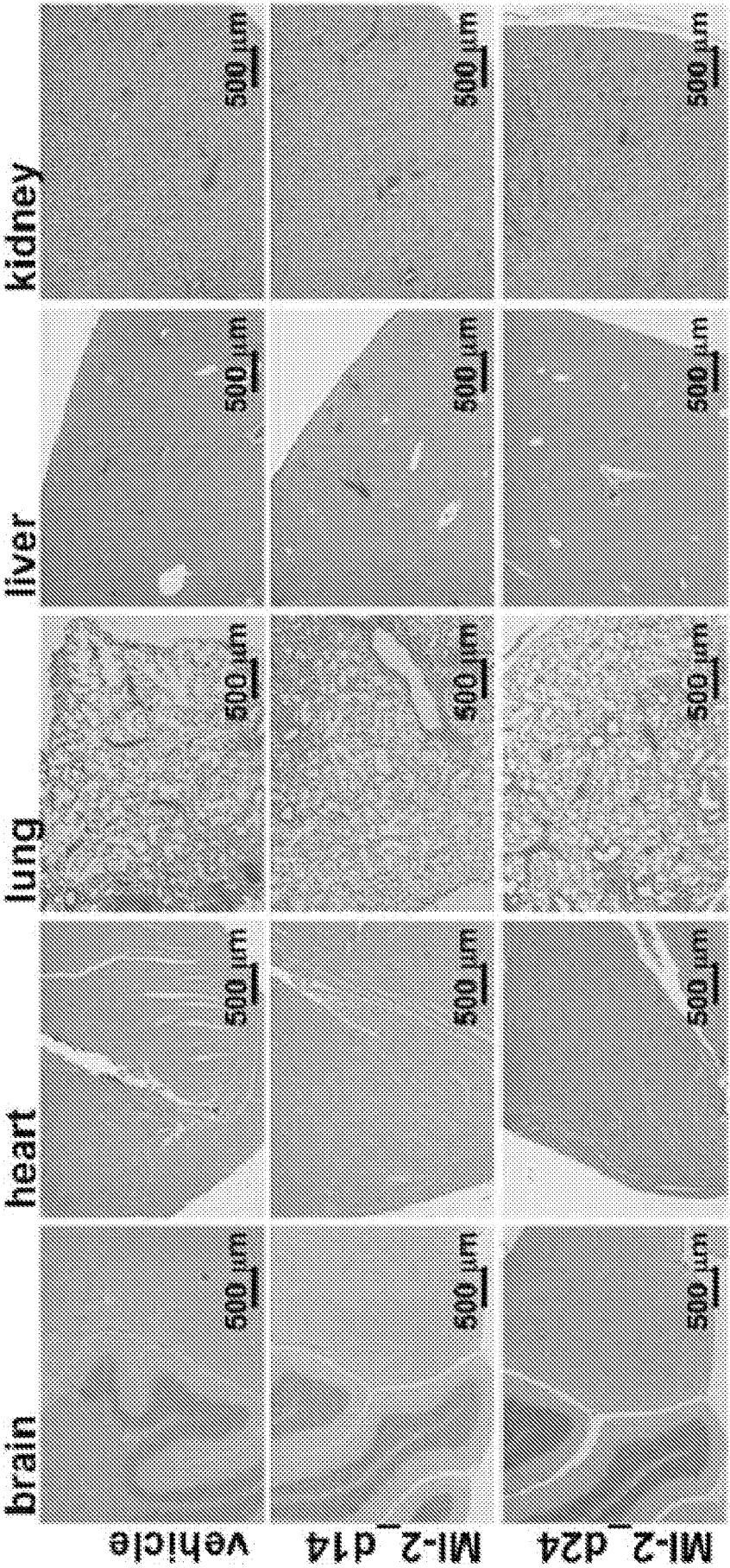


Fig. 6C1

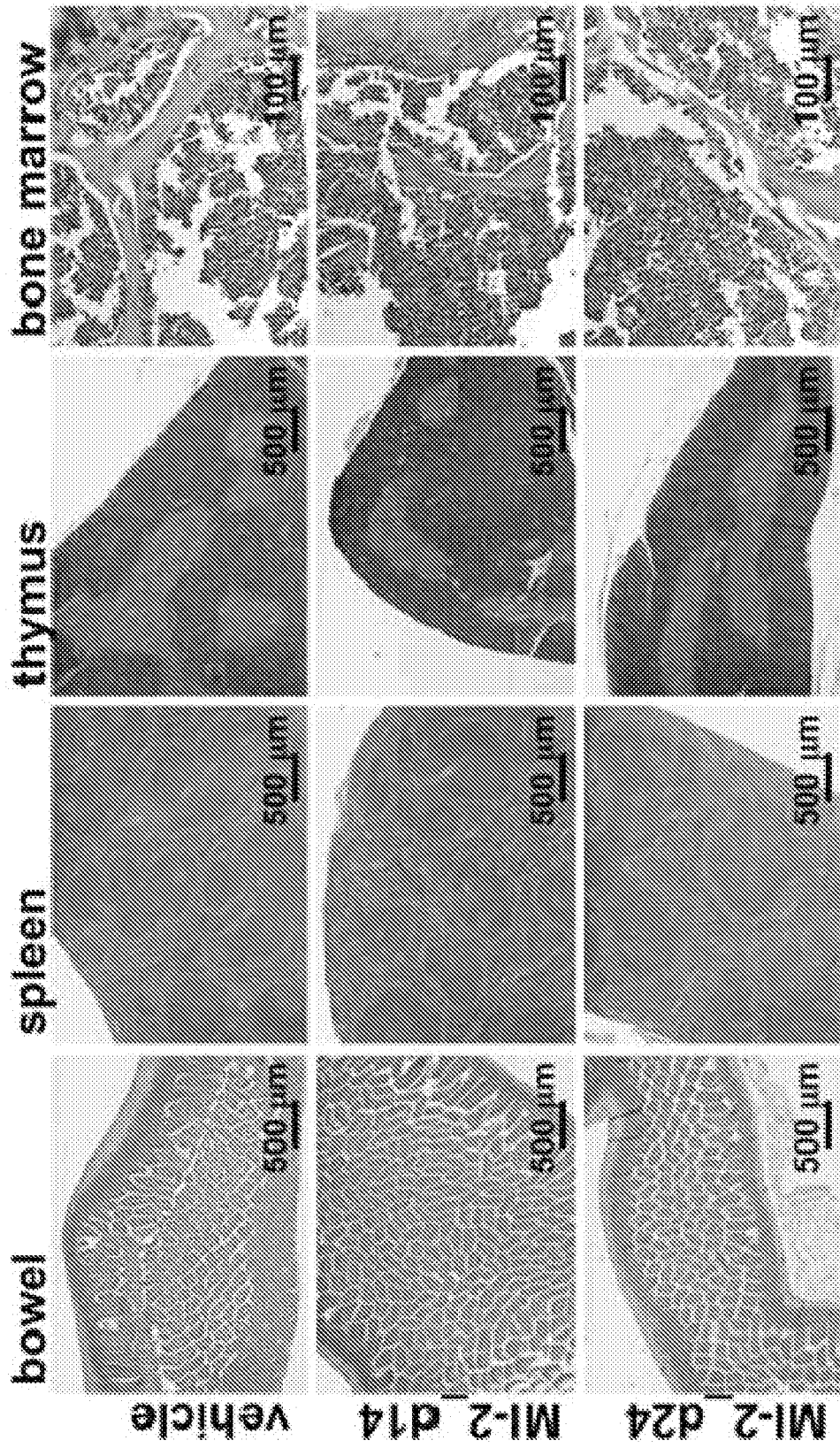


Fig. 6C2

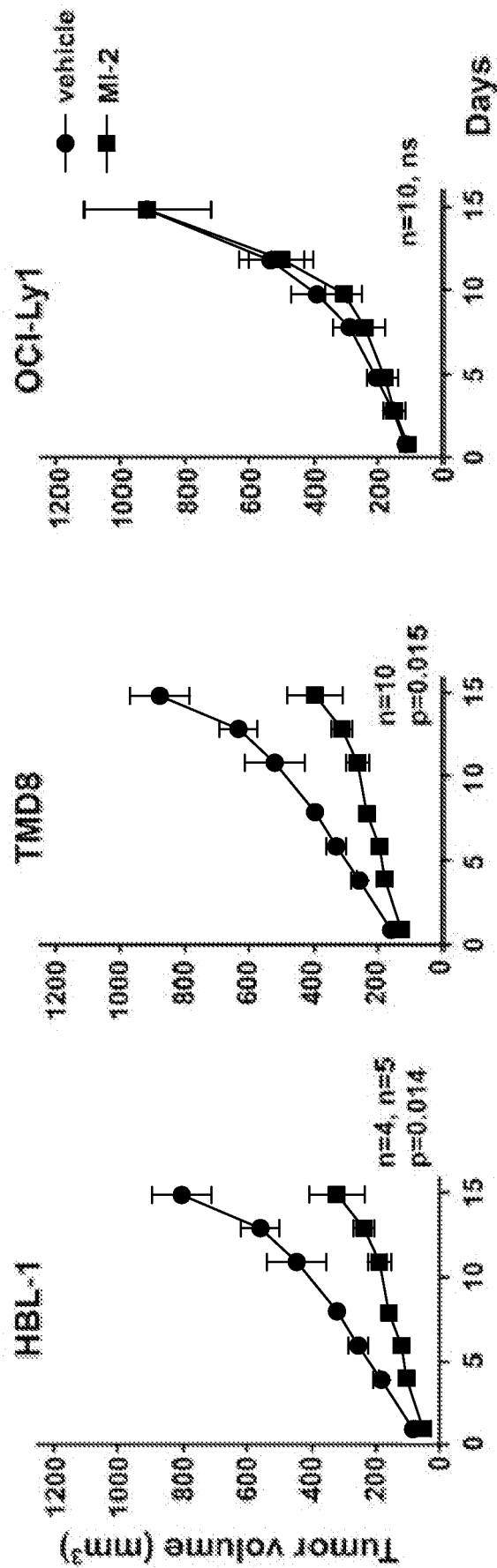
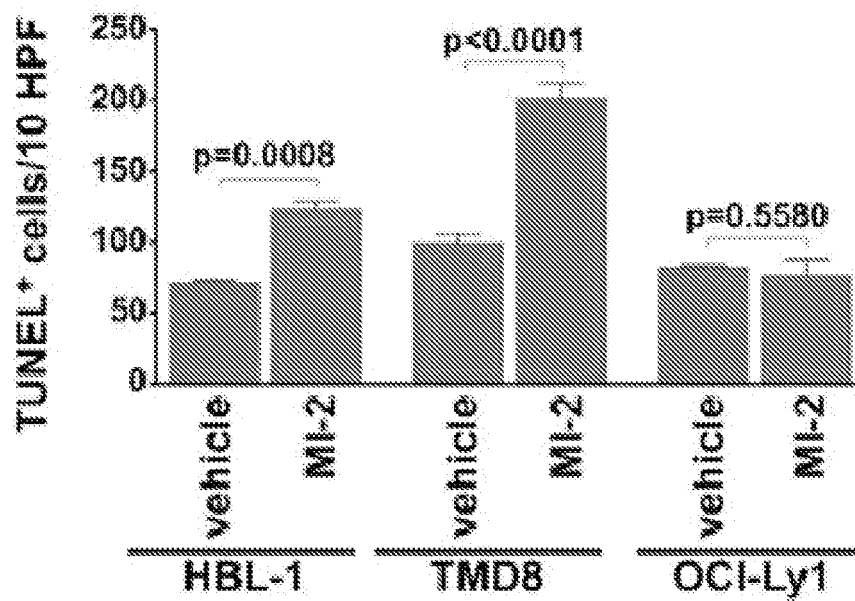
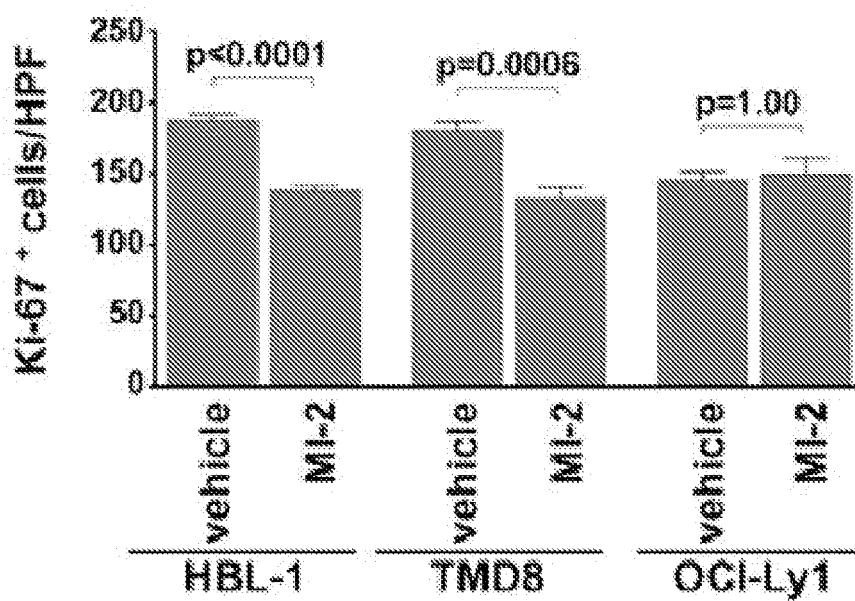


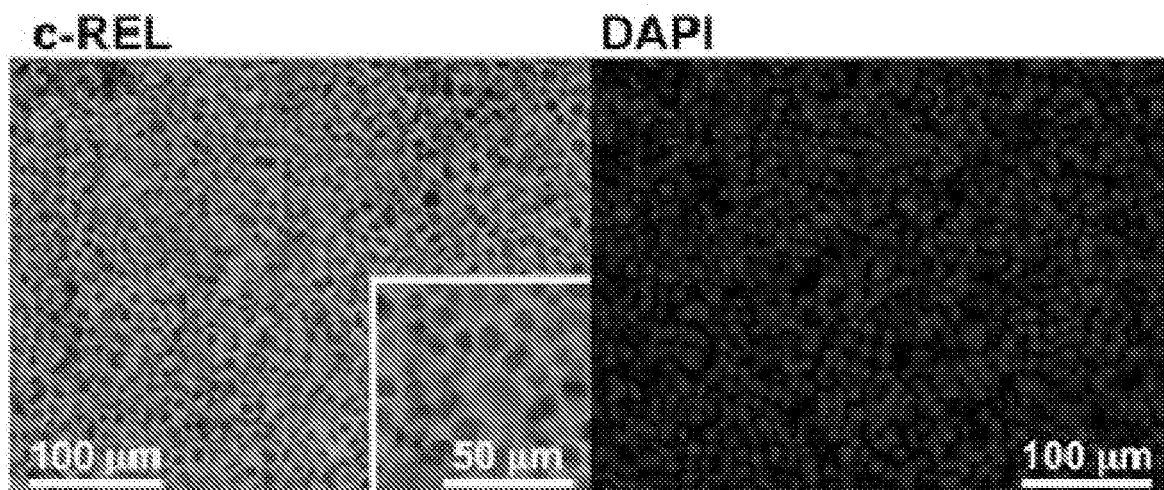
Fig. 7A

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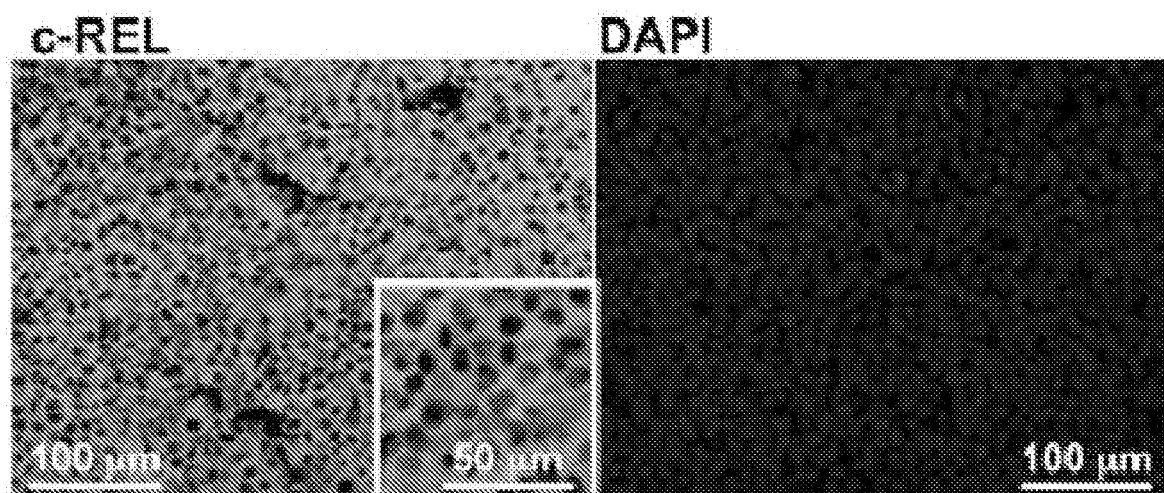
*Fig. 7B**Fig. 7C*

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vehicle



MI-2

*Fig. 7D*

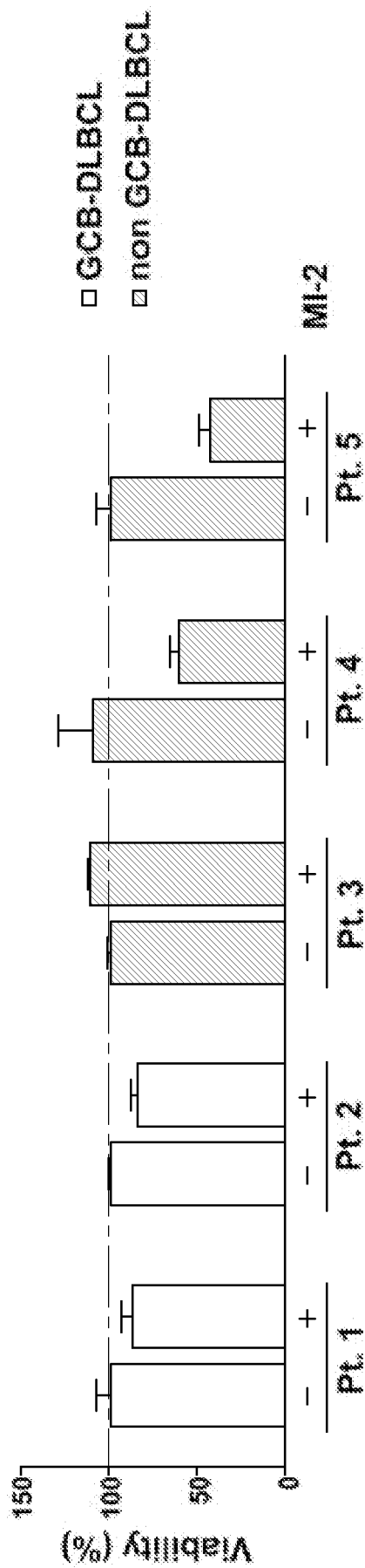


Fig. 7E