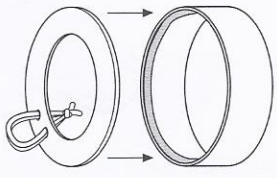
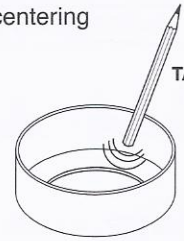
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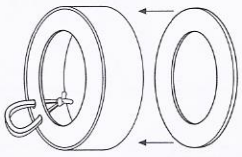
A. Carefully remove the third stage centering rings from their laser-cut card.

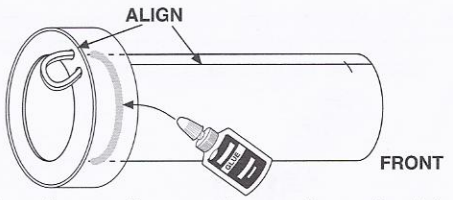




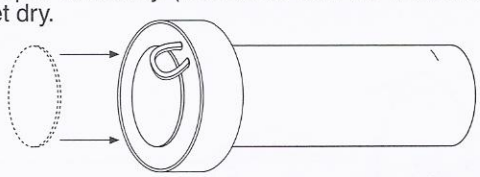
B. Cut a piece of line 5" (12.7 cm) long, double it, and thread the ends into the holes in the laser-cut ring as shown. Test fit and glue the ring into the main body coupler so that the knot is on the inside of the coupler and the ring is flush with the coupler edge.

C. Glue the other ring into the other end of the coupler so that it is flush with the coupler edge.



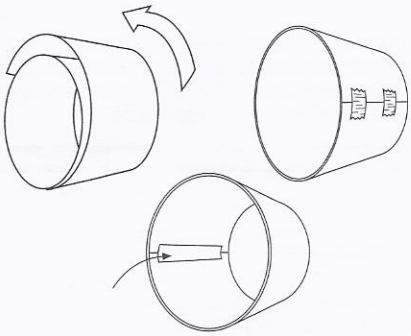


D. Align the reference line you drew earlier on the third stage body tube with the string loop, and glue the tube into the coupler assembly. (Be sure to note the front of the tube.) Let dry.

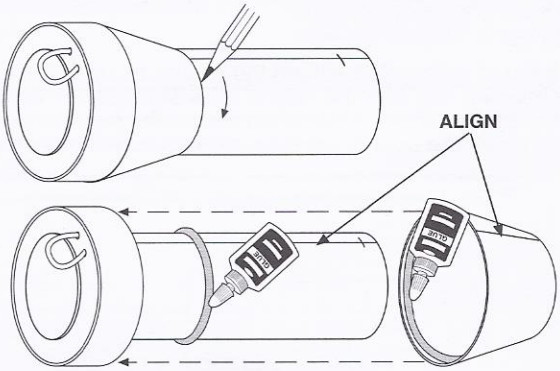


E. Glue the center from one of the laser-cut rings onto the bottom of the tube/coupler assembly.

6.



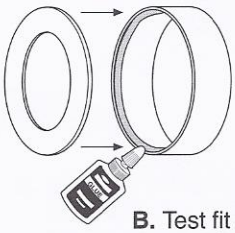
A. Carefully cut along the outside edges of the third stage foundation wrap and glue tab. Curl the wrap, use low tack masking tape to tape the ends together, and glue the tab to the inside seam leaving about 1/16" (2 mm) of clearance at both the top and bottom as shown. Let dry.

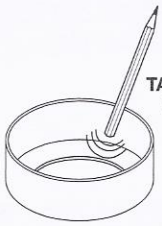


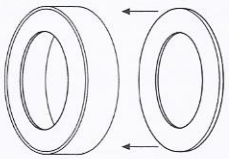
B. Slide the wrap onto the coupler, draw a line around the body tube at the front of the wrap, and remove. Apply a ring of glue around the tube at the mark, and slide the wrap back into place making sure to align the seam in the wrap with the alignment line on the tube.

7.

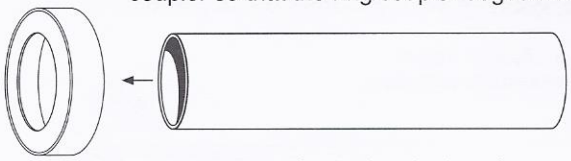
A. Carefully remove the L.E.M./SM centering rings from their laser-cut card.



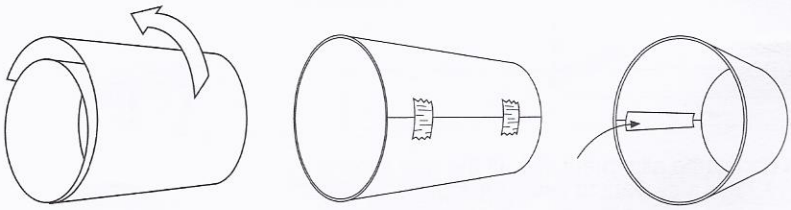




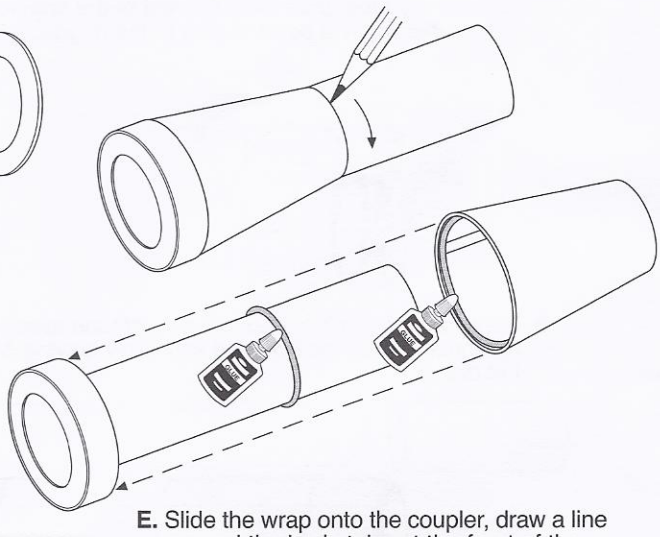
B. Test fit and glue the rings into each end of the third stage coupler so that the ring/coupler edges are flush.



C. Glue the L.E.M./SM body tube into the coupler ring assembly and let dry.



D. Carefully cut along the L.E.M. reduction wrap, roll, tape, and glue the tab to the inside seam leaving about 1/16" (2mm) clearance at both the top and bottom, let dry.



E. Slide the wrap onto the coupler, draw a line around the body tube at the front of the wrap, remove wrap, apply glue where shown, and reapply wrap.

OPTIONAL STEP: If you wish to fill the spiral seams on the body tubes, use automotive primer or putty to do so now. Sand the filler down using #220 then #320 sandpaper. If you obscure any alignment lines or marks, reapply them now.