

Chapter 11 - Fender Repair (Video Clip 11)



327. Repairing the bent and cracked fenders.



328. Tap out the dents from the back side of the fender with a fender hammer.



329. Reform the fender edges by tapping out the indentions.



330. Bend the edge flange as needed with a pair of pliers.



331. Wipe fenders down with acetone and sand with 120 grit sandpaper.



332. Move to an electrical orbital sander and 220 grit sandpaper.



333. Move up to an air sander with 220 grit sandpaper.



334. Remove the 3 screws on the inner headlight bezel.

(Work on this section - 4 Hours)



335. Close up of outside right rear fender that has been sanded around the crack.



336. Back side of crack in right fender also sanded.



337. One fender was cracked on the edge so I took it to Walt, my welder for the floor pans, for repair. First he added a support piece to reinforce the crack, as shown.



338. Walt performed additional cleaning with a heavy duty wire brush.



339. Crack after additional cleaning.



340. Walt, welding the crack on fender.



341. Walt, welding the crack on fender.



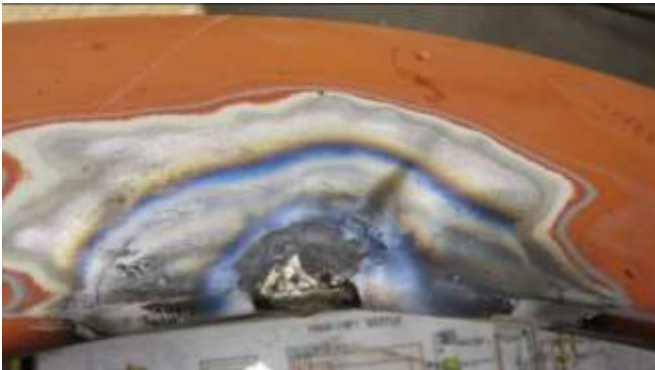
342. Walt shaping the weld area.



343. More welding.



344. Cool down.



345. Close up view, after cool down.



346. Additional shaping.

(Work on this section - 1 Hour)



347. Crack, Front side - Before



348. Crack, Front side - After



349. Crack, Back side - Before



350. Crack, Back side - After



351. I checked for level. High spots are not good since you will sand metal off, low spots are O.K. since you can fill in with filler but level is best, since there is no sanding off metal and no filling in.



352. I had purchased two extra fenders that I am going to use as test fenders for sanding, priming and painting. Note: The best way to sand the odd shape fenders is with them on the car so with the extra fenders I mounted them to an old sawhorse for sanding.



353. Sanding the extra fenders with 220 grit sandpaper. I will keep the extra "practice fenders" in case I need to replace a fender in the future.



354. Sanded the extra or practice fenders with 220 grit wet/dry sandpaper. Also sprayed on a coat of sanding primer on the left fender. The right fender requires paint remover or media blasting to get the old paint off.

(Work on this section - 2 Hours)



355. The red (rear) practice fender above after two coats of paint remover.

(Work on this section - 2 Hours)



356. I could not stand not having the practice fenders the same, so I went ahead and use paint remover on the yellow fender (front) that I had previously primed. Fender shown after 1 coat of paint remover.



357. Both practice fender shown after 2 coats of paint remover.



358. While using the paint remover I went ahead and cleaned some odds and ends parts. Taillight bracket shown with first coat of paint remover.



359. Taillight bracket shown after two coats of paint remover.



360. Odds and ends parts after paint remover and a little sanding.

(Work on this section - 2 Hours)



361. Sand the practice fenders again with orbital sander 220 grit.



362. Sand again by hand 220 grit.



363. Pour out a little Dynalite filler.



364. Pour out a little fiberglass resin and mix in with the filler. Rolling the material, not stirring the material.



365. Pour out a little hardener as shown and mix in with the filler. Rolling the material, not stirring the material.



366. Filler mixed up to a consistence color.



367. First layer of filler spread on the practice fender.



368. First layer of filler spread on practice fender.



369. First layer of filler spread on practice fender.



370. First layer of filler spread on practice fender.



371. After about 10 minutes run the file over the material to cheese grate the material or taking off the high spots to reduce the sanding effort. After about 1 hour, sand the practice fender with 100 grit sandpaper and wipe clean.



372. Mix up another batch of filler and spread the second coat of filler on the practice fenders. After about 1 hour, sand the practice fender with 120 grit sandpaper and wipe clean.

(Work on this section - 3 Hours)



373. Spray on one coat of primer on both sides of the practice fenders.



374. Spray on one coat of primer on back side of some of the odds and end pieces. Clean spray gun and supplies

(Work on this section - 2 Hours)



375. Sand with 120 grit Sandpaper.



376. Make a sketch where filler needs to be added to low spots.



377. Add filler to low spots.



378. Add filler to low spots.



379. Wet sanding practice fenders.



380. Malcolm painting second coat of prime on practice fenders. Also the front sides of the odds and end items were painted. - *(Work on this section - 2 Hours)*

Steps 375 -379 was repeated and a third coat of primer was applied to practice fenders. - *(Work on this section - 2 Hours)*

Steps 375 -379 was repeated and a fourth coat of primer was applied to practice fenders. - *(Work on this section - 2 Hours)*

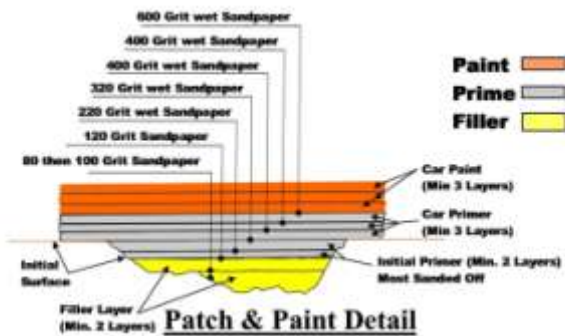


381. I took the original fenders to Grand Bay, AL and had them media blasted on both sides and a coat of epoxy primer painted on both sides.

Note: I am not sure I would have done this again. I decided not to get the hood, deck and body media blasted.



382. The original fenders was then sanded down and body filler applied and then sanded again and another coat of body filler was applied.



383. Procedures shown in detail at left was generally used for patching dents, priming and painting the original fenders and the car. After sanding each time I washed fender down with water, let dry then wiped the fender down with wax and grease remover with one rag and then dried with another dry rag. Then mixed paint for painting.



384. Original fenders after second coat of prime.

(Work on this section - 20 Hours)



385. Original fenders and accessories after third coat of prime. I then prepped the fenders for painting again.

(Work on this section - 3 Hours)



386. I painted the back side of the fenders with POR15. After the fenders are permanently installed on the car I will put a coat of undercoating on the fenders

(Work on this section - 2 Hours)



387. Original fenders and accessories after fourth coat of prime. I will called the fenders repaired at this time.

Work on this section - 2 hours
Work on this chapter - 49 Hours
Total hours - 181