12) The two panels are now ready to become one. The two panels are TIG-welded with a metal-finished welded seam. Start by trimming the panels for perfect alignment.

13) After the two halves are fit tightly together, the edges of the panels are chamfered. This allows the panels to be welded with less heat and creates a small valley for the filler material.

14) The panels are tack-welded in 1-inch increments, making sure there is no overlap. Any minimal distortion can be taken care of quickly by lightly stretching the tack welds with a hammer and dolly.

15 Before proceeding to hammer-and-dolly work to slightly stretch within the HAZ, the welds should be cleaned to remove any slag. The majority of the proud weld should be removed as well.

16) A few light taps with the hammer and dolly eliminate the bulk of distortion. When the HAZ has been stretched properly, the distortion in the panel will disappear.

17) After a few light taps with the hammer and dolly, grind off the remaining weld and finish with a slapper in place of the hammer.

18) Now that the welding process is complete, the edges can be final-trimmed. The fender is left on the buck for this process and sandwiched between the buck and piece of 1-inch-thick UHMW.

19) These pictures show turning the rear bolt flange where the fender will bolt to the lower quarter panel.

20) The completed fenders are an exact fit as they are bolted up to the Buckaroo Buildoff Willys.