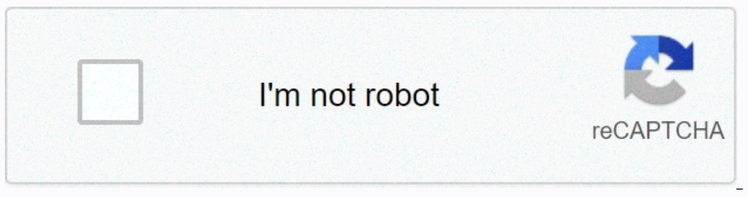

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This site is not available in your country Metal you should now be in pinwheel form without sharp angles. Next, you'll want to flatten each pinwheel. The more flat the better, because you need to tighten all your pieces together. We have a spot welder in our store, which we use for this step. But we've also used pop rivets and screw machines and nuts before. Pop rivets have worked best if we don't see welds, your pieces will hold together but there will probably be a bit of wiggle room once your pieces are attached together. Screw machines and nuts can work but you need to tighten the beans as much as you can, as this has a tendency to come off in a little bit of time. If you are using mechanical fasteners, you should drill a hole in the center of each piece of metal, which should be easily marked from the X you marked in the last step. If you use spot welders, you just want your metal pieces to touch as much as possible where the welds will go. Before tightening I always recommend to my students to surprise the petals to give the flower a more natural look. If all the petals are positioned directly on top of the one behind the flower just don't look as good when finished. Order of OperationsFlatten out your metal Fasten metal together There are many ways to handle sheet metal dents on a car or truck. The protocol mostly calls for replacing the entire section, even if it means reinstalling the entire bonnet and painting it to fit your car or truck when there is only minor damage to the car. No matter how small the damage is, chances are your local dealer service department or body shop is more interested in dumping the old one in the trash and painting/installing a new one. For the bodies of people who have worked with cars for decades, the idea of removing a fender or door with a small dent is ludicrous. Real body men can work a dent out of steel panels and leave it so smooth it's ready for sand and paint. Even the use of newer plastic body fillers is a big saving on replacing the entire panel. Bolting on a fender may be an easy way, but for some, there's no substitute for actually working the metal back into shape. Steel is an impressive material. It's powerful and flexible. You can shrink the steel, or you can stretch the steel. These two qualities are what make it so workable when it come to shaping or repairing body panels on your car or truck. When your body panel is made, a flat sheet of steel is placed to death in a strong hydraulic press. Press down and stamp out the form that's right. In an instant, some of the metal on the flat panels was stretched and some of them shrank. And now you have fenders. Since we don't have such a press in our garage at home, we have to rely on a very small set of persuasions to get metal to return to the shape we want. Trading tools are simple: hammers and dolls. We all know what a hammer is, but this is a little more special because they have different weights and different shaped heads depending on the surface you're working on. Dollies are heavy, just blobs of steel that go into the palm of a metal worker's hand while he works. Using hammer and dolphin methods, dents, creases or dimples can be made smooth again without the use of welders or body fillers. Metal workers found a dent in the metal, then placed the dolphin on the back side of the damaged area. Using care and finesse, he then began tapping metal from the other side, using a hard steel doll as a back plate for hammer blows. For higher places, you simply reverse the hammer and the location of the dolphin, considering you can achieve damage from behind quite well. We use the word tap rather than bang because very rarely do you have to actually hit the hammer down on the metal to make it move. A good metal worker not only knows how hard to hit the metal with his hammer, he also knows exactly where to hit the panel and when he should hit it there. Playing with the ways the metal emphasizes and revives its pressure is important to work the dent off the panel. It's amazing to see it work, and the results are even more remarkable. If you have an interest in metal work, you should buy a hammer and dolphin kit and start experimenting. It takes a lot of practice to even be marginally proficient in that, but you'll have tons of fun! kadmy/iStock/Getty Images Plus/Getty Images The standard thickness of sheet metal depends on the gauge and type of metal. For example, 3-gauge steel is 0.2391 inches thick, while a 3-gauge sheet of zinc is 0.006 inches thick. The aluminum sheet metal gauge starts at 6, and is 0.162 inches thick, while a stainless steel sheet starts at 7-gauge and is 0.1875 inches thick. Galvanized steel starts at 8-gauge and is 0.1681 inches thick. However, the 8-gauge steel sheet is 0.1644 inches thick, the 8-gauge stainless steel sheet is 0.1719 inches thick, the 8-gauge aluminum sheet is 0.1285 inches thick, and the zinc sheet is 8-gauge as thick as 0.016 inches. Thick.