

1. The ignition key has not been turned.
 2. The key has been turned, but the engine hasn't been started.
 3. The engine has been run.
 4. The engine has been run until it stops.
- Obviously, the further down the list you go the more labour intensive and expensive rectification becomes.

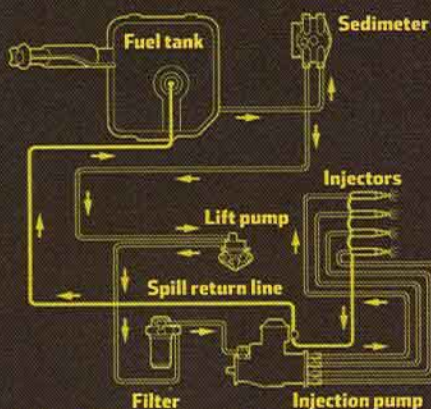
If you realise your mistake at point **1**, then it's just a case of draining the fuel tank, removing the pump and flushing it through with clean diesel and removing all traces of residual fuel in the tank with absorbent cloth. Then you can fill up with clean diesel and check for normal engine running.

If you're at point **2**, then you have pumped petrol into the fuel system. The correct procedure is to do everything in the paragraph above, but also remove and discard the fuel filter and flush all fuel lines (including the fuel return) and fuel housing with clean diesel. The high-pressure fuel feed to the head on Td5s, will also have to be flushed.

If you have run the engine for a couple of minutes, the same process should be taken as at point **2**, but also check for metallic particles in components that have been removed and those flushed in fuel. If none are detected, the units should be reassembled and the Land Rover should be taken for a road test (minimum 10 minutes), before having the fuel system stripped and checked for particles again. Then, repeat the road test procedure checking for normal engine operation.

If the engine has run until it has stopped, then expect a hefty bill for new components. Land Rover says the entire fuel system (even including the fuel tank) will need to be replaced.

But if you have just put a litre or two of petrol in, can you fill up with diesel and get away with it? Probably, is the best



Defender 300Tdi diesel injection system

answer I could get. In our speed feature last year (LRO April 2005), one of the Td5 Defenders had about 30 per cent petrol in the tank and was still running fine. Td5s are more tolerant of misfuelling than older Land Rover diesels.

That was an extreme case and not to be advised, but I think I'd risk a 40:1 diesel to petrol mix in my 300Tdi. I would, however, make sure the diesel that I topped up with was the best quality stuff (like Optimax or Ultimate) and I would throw some Millers Oils' Diesel Power Plus additive in as well.

Ultimately, the best way to avoid these problems is to fill up with the correct fuel in the first place. It'll take a second to check and could save you a fortune.

Diesel in your petrol?

This isn't quite as bad, or as common, because most modern petrol tank necks are too small for petrol-station diesel-pump nozzles. Just be wary that some old Land Rovers may sound like diesels but are in fact petrols. So check before you fill up. If you do misfuel, it's best to drain the fuel tank and pump fresh petrol through the system to clean it out before restarting the engine. **LRO**

YOUR CUT-OUT-AND-KEEP GUIDE TO WHAT TO DO IF YOU MISFUEL

- 1** If you have filled up with petrol rather than diesel, don't start the engine... don't even turn the key. Call for a recovery company to take your Land Rover to a place where fuel can be safely drained and the fuel pump cleaned. If your Land Rover is under warranty, this will have to be an approved dealer.
- 2** If you have put in less than two litres of petrol, drain the tank, but you may just get away with it if you fill the rest of the tank with the best quality diesel on the forecourt as these makes have better additives. Add a lubricant additive like Millers Oils' Diesel Power Plus (www.millersoils.net). Top up the tank with good quality diesel every hundred miles or so. To maintain warranty, Land Rover insists that the tank is drained.
- 3** If you have filled up, then driven down the road, stop immediately. Call for recovery and have the tank drained and fuel system flushed.
- 4** If you haven't realised your mistake and the engine stops working, you'll have no option but to calm down, call for recovery and wait for the, rather expensive, bill.

