

Clogged Injector?

Adding fuel injection to an aircraft engine has many benefits: It eliminates carburetor ice problems, allows more precise metering of fuel to each cylinder and usually increases power. For example, adding fuel injection to Lycoming's 180-hp O-360 workhorse results in the IO-360, rated with 20 additional horsepower. But there's no free lunch, of course: Fuel injection adds weight and complexity, along with sometimes-difficult hot starts. And, among the kinds of problems for which there may not be a published checklist is the clogged injector.

A completely obstructed fuel injector usually manifests itself as a mostly cold cylinder, as shown on cylinder #2 of the engine monitor depicted at right. Partial obstruction, however, can present as a relatively high EGT reading when other cylinders uniformly show lower values. Unless you get lucky and the obstruction—usually a small dirt particle—clears itself, you can't fix this from the cockpit. The injector will need to be removed and cleaned.

