



P1107 · Honda

BARO Circuit Low Input

P1107 on a Honda means the powertrain control module (PCM) has detected a low voltage signal from the barometric pressure (BARO) sensor circuit. The BARO sensor measures atmospheric pressure so the PCM can calculate air density and adjust fuel delivery; a low input tells the PCM the signal is below the expected range, which can skew fuel trims and altitude compensation.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Honda specific	Low	Intermediate	Fuel and air metering

Symptoms you may notice

- Check Engine Light illuminated, often with no other noticeable symptoms
- Rough idle or poor driveability at high altitude
- Reduced fuel economy or rich-running condition
- Hesitation or stumble during acceleration
- Black smoke from the exhaust in severe cases
- In rare instances, the engine may stall or fail to start

Common causes, most likely first

- 1 Faulty BARO sensor (internal failure or contamination)
- 2 Damaged or corroded wiring in the BARO sensor circuit (open or short to ground)
- 3 Loose or corroded electrical connector at the BARO sensor
- 4 Poor ground connection for the BARO sensor or PCM
- 5 PCM internal fault (rare but possible)
- 6 Aftermarket air intake or modifications that affect sensor mounting or airflow



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes (e.g., MAP or MAF sensor codes) that might indicate a shared circuit issue.
- 2 Inspect the BARO sensor connector and wiring for damage, corrosion, or loose pins; repair as needed.
- 3 Measure reference voltage (typically 5V) and ground at the BARO sensor connector with the key on; if voltage is low, trace the circuit back to the PCM.
- 4 Test the BARO sensor signal voltage with a multimeter or scan tool; compare the reading to expected values for your altitude (approximately 4.5V at sea level, decreasing with altitude).
- 5 If the sensor signal is out of range, replace the BARO sensor with a known-good unit and clear the code.
- 6 Check the PCM ground connections and ensure they are clean and tight.
- 7 After repairs, clear codes and perform a road test to confirm the code does not return.

BARO sensor faults often misdiagnosed

- A low BARO signal can be caused by a dirty or contaminated sensor element, especially if the air filter has been over-oiled or the intake system has been modified.
- The BARO sensor on many Hondas is integrated into the mass airflow (MAF) sensor or the engine control module (ECM); confirm the exact location for your model before ordering parts.
- A weak battery or charging system issue can cause a low reference voltage to the BARO sensor, setting P1107 without any sensor fault.
- P1107 can be set by a poor ground connection at the thermostat housing or engine block, which affects multiple sensor circuits.
- Do not replace the PCM until you have verified all wiring and sensor inputs; PCM failure is extremely rare.

Can I keep driving with P1107?

You can generally continue driving with P1107, but avoid sustained high-speed or high-load driving until the fault is repaired, as incorrect altitude compensation can affect fuel mixture and emissions. If you notice rough running or black smoke, have the vehicle checked promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire repair kit (soldering iron, heat shrink, electrical tape)
- Honda service manual or wiring diagram for your model
- Basic hand tools (socket set, screwdrivers)



Reading P1107

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Honda): its meaning depends on the make.
- 1** Fuel and air metering.
- 07** The exact fault within that area.

Often seen with

P1128 Long Term Fuel Trim Bank 1 System Too Lean · **P1129** Long Term Fuel Trim Bank 2 System Too Rich · **P1128** Throttle Control Motor Lock · **P1129** Electric Throttle Control System · **P1128** MAP Lower Than Expected · **P1129** MAP Higher Than Expected · **P1128** HO2S Bank 1 Sensor 1 Signals Swapped In Key On Engine Runnin · **P1129** Downstream HO2S Sensors Swapped · **P1128** Long Term Fuel Trim Multiplicative Air System High · **P1128** MAP Lower Than Expected · **P1129** MAP Higher Than Expected · **P1128** Upstream Heated Oxygen Sensor Signals Reversed · **P1129** Downstream Heated Oxygen Sensor Signals Reversed · **P0106** MAP/Barometric Pressure Circuit Range/Performance · **P0107** MAP/Barometric Pressure Circuit Low Input · **P0108** MAP/Barometric Pressure Circuit High Input

See it working

Watch the animated explainer [Excavator Simulator: Hydraulics You Can Operate](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1107/>

