

HONDA · POWERTRAIN

P1163

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1163 · Honda

HO2S11 Slow Response Bank 1 Sensor 1

P1163 on Honda vehicles means the powertrain control module has detected that the primary heated oxygen sensor for bank 1 (HO2S11, upstream of the catalytic converter) is responding too slowly to changes in exhaust oxygen content. The computer monitors how quickly the sensor voltage switches between rich and lean states and flags this code when the response time exceeds the calibrated limit.

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

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- A slight decrease in fuel economy as the engine runs richer or leaner than optimal.
- Occasional rough idle or hesitation during acceleration, especially when the engine is cold.
- Failed emissions inspection due to increased tailpipe emissions.
- In rare cases, a subtle surging or uneven power delivery under light throttle.

Common causes, most likely first

- 1 A worn or contaminated primary heated oxygen sensor (HO2S11) that has lost its responsiveness.
- 2 Exhaust leaks upstream of the sensor, allowing outside air to skew the reading and slow the sensor's signal.
- 3 Aging or degraded sensor heater circuit, causing the sensor to stay cold and respond sluggishly.
- 4 Contamination from engine oil, coolant, or silicone sealant that coats the sensor element.
- 5 Wiring or connector issues, such as corrosion or a loose pin, that add resistance to the sensor signal.
- 6 A restricted or failing catalytic converter that alters exhaust flow and affects sensor behavior.
- 7 An underlying engine condition, such as a vacuum leak or fuel pressure problem, that keeps exhaust oxygen levels from cycling normally.



How to diagnose and fix it

- 1 Inspect the HO2S11 sensor and its wiring for physical damage, corrosion, or loose connections, and repair as needed.
- 2 Check for exhaust leaks between the cylinder head and the sensor using a smoke test or by listening for ticking sounds.
- 3 Verify the sensor heater circuit with a multimeter: measure heater resistance and check for power and ground at the connector.
- 4 Use a scan tool to view live HO2S11 voltage and confirm slow switching; compare with a known-good sensor or perform a response test.
- 5 If the sensor is slow or contaminated, replace the HO2S11 with a quality direct-fit sensor and clear the code.
- 6 After replacement, road-test the vehicle and monitor the sensor response to ensure the code does not return.
- 7 If the code persists, diagnose the catalytic converter and engine management systems for underlying faults.

Why a slow sensor fools many diagnostics

- A slow oxygen sensor often sets no drivability symptoms, so many owners ignore the code until an emissions test fails or fuel economy drops noticeably.
- Exhaust leaks upstream of the sensor are a commonly missed cause; even a small pinhole can let in air and make a healthy sensor appear slow.
- Replacing the sensor without checking the heater circuit can lead to a repeat failure if the heater is weak and the sensor never reaches operating temperature.
- The code does not automatically condemn the sensor; a rich or lean engine condition from a vacuum leak or fuel delivery issue can also slow the sensor's switching.
- Using an inexpensive universal sensor instead of a direct-fit OEM-style sensor can cause response issues and set this code again shortly after repair.

Can I keep driving with P1163?

You can usually continue driving with this code, but avoid long-term neglect because it can increase emissions and reduce fuel economy. Have the fault diagnosed soon, especially if you notice rough running or a check engine light flashing.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Socket set and oxygen sensor wrench
- Smoke machine for exhaust leak testing
- Jack and jack stands or ramps



Reading P1163

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

Often seen with

P0133 O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0134** O2 Sensor Circuit No Activity (Bank 1 Sensor 1) · **P0135** O2 Sensor Heater Circuit Malfunction (Bank 1 Sensor 1) · **P0171** System Too Lean (Bank 1) · **P0420** Catalyst System Efficiency Below Threshold (Bank 1)

See it working

Watch the animated explainer [How a Car Thermostat Works: Wax Pellet and Cooling Fan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1163/>

