Required: Multimeter with duty cycle.  
  
1. Remove air cleaner and unscrew the cover of the diagnostic socket on the fender (on the fuel/ignition box there).   
2. Set the meter for duty cycle and put the red probe in the #3 hole and the black probe in the #2 hole in the diagnostic socket.  
3. Switch ignition on but do not start engine. Should read 70%.  
4. Start engine. Duty cycle will be 50% until the oxygen sensor warms up, at which point it will go way down to 30% or less if you are running rich and the electronics are working. Let the car idle and heat up to 80C.  
5. When the computer is controlling the mixture, it will read something other than 50% and will change all the time. At this point, you can use a 3mm Allen wrench to adjust the mechanical fuel mixture at the fuel distributor. Insert Allen, then press down GENTLY to engage the key in the screw. Don't press very hard, you will shove the mass flow sensor flap down and add extra fuel.  
6. Clockwise is richer, Counter clockwise is lean, only turn in SMALL amounts.  
7. Turn the Allen slowly and release the pressure, then wait a bit to see where the reading goes. At idle it will take 10 sec or so for the change to show up, and if you get carried away, you will have trouble getting the correct reading.  
8. Adjust in small increments, 1/16 turn or so at a time, until you get a reading close to 50% duty cycle. This should set the EHA current at close to 0, giving you proper fuel mixture control.  
9. Now, the fun starts. If you cannot obtain anything but 50% duty cycle with no changes, the O2 sensor is bad or unhooked (connector is under the floor mat in front of the passenger side front seat). If it changes, but you cannot set it to 50%, something else is wrong.  
10. You should get momentary enrichment (lower duty cycle %) when you open the throttle, going back to 50% quickly. If you get the opposite, you probably have a bad mass air flow potentiometer, so the computer doesn't get signaled you opened the throttle.  
11. Your car should now be around 45-55%. Now rev the motor up to around 2500rpm and it should be 10 less then your idle number %. If not, you need to re-adjust the EHA.   
12. The EHA is a small black box located on the side of the fuel distributor. There is a screw in the middle that needs removed and a 2mm Allen key is required. Counter Clockwise is leaner, clockwise is richer.   
13. If your car is running say 25% at 2500rpm turn it counter clockwise (to lean it out), if it's like 70% turn it clockwise (to richen it up). It doesn't take much, turn it ONLY A 1/8 AT A TIME. I have mine set to 45%-50% at idle, 38%-40% running at 2500rpm.   
14. Get it right and you won't believe how much happier your car is. You have to play with it though cause my numbers won't match yours.   
  
Note:  
The lower the % means the car is to rich.  
The higher the % means the car is to lean.