

## 81 sr250 manual

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## Book Descriptions:

# 81 sr250 manual

The SR250 was available in other countries and was called the SR250 Exciter in the USA. The SR250SE proved to be and still is a popular and reliable commuter bike. Save money at Confused.com Mile time 16.3 sec Cooling system Air cooled Gearbox 5speed Clutch wet oil immersed, multi plate clutch The few we've had in all had 18 inch front wheels, but most tyre reference books say they have 19 inch front wheels so best to check your old tyre before buying a replacement! Good Yamaha build quality and a fairly bulletproof engine means there are still a fair few around meaning they are also cheap to pick up now, usually under 500 for a good, road ready example! But the info should NOT be taken as 100% accurate as we can, occasionally, make mistakes despite rumors, we are only human!!! These affiliate links help maintain the cost of running this blog basically, if you visit Amazon through one of the links and buy something, we make a few pence!. More like 75 on a calm day. I am about 200 pounds, so maybe with a lighter rider, you may see that speed! I have lost almost all compression and was wondering if you know what all could cause this also the valve that you can see open and shut through the spark plug hole is squeaking is there any advice you can give to help me out so i can fix without a costly repair bill from a shop. Thank you for your time. Whoa there, big fella. What a great bike. I would like the SR 250 once I have passed my full bike test. Have also thought of putting the 250 engine into the 125. There doesn't seem to be many sr 250's going about the UK. Are the mostly imported now due to the licencing changes in the 1980's when u weren't allowed to ride a 250 on a car licence anymore I cannot believe it runs so well and it's over 30 years old.If you look at pictures of the 2 bikes side by side it's very difficult to spot any differences.<http://anadolumatbaa42.com/genelresimler/calculus-with-analytic-geometry-simmons-solutions-manual-pdf.xml>

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The SR400 also has a disc brake on the front instead of the SR250's drum brake, a bigger engine, larger tank, slightly wider tyres, different flatter seat etc. The SR400 also has slightly different styling. Mind you, now it's its my turn with ignition hassle.They're only months apart in age. I bought the second for compatible spare parts. Was I correct in assuming they'd be compatible. Unbolt from one and simply throw onto the other. I'm Australian based, Melbourne. Enjoying the discussions, thanks. Can you tell me where he should look I'll do that. All the very best, M Any help greatly appreciated. If you have one the easiest way to check is to start it then disconnect the battery, if it stops it probably needs the battery. Its really the wiring diag I'm after as most of the wiring has been disconnected. It seems to be a CDI ignition, I'll keep at it! Just bought a 1982, this is the US edition mind you. I have a ton of questions, but I really wanted to ask anyone about gear ratios What gear ratios are you guys running to get up to about 7580MPH Where are some main areas that get dirty on these bikes. Carb Air filter Points These bikes will take high revs for long periods so you are probably not redlining it a, 1 cylinder just sounds like it kinda like a dirt bike. I am 240 lb man and this ike does 90 mph regularly or until cdi says different. Was a fun bike wish I still had it for an "around townner". Would buy another one. Gear ratios, Virago speedos that may or may not interchange.Thanks so much for the great info previously. For someone like me who's only mechanical experience was pulling my wrist watch apart, I'm having fun with my sr250s. Seems they do keep going even if I get to them . Easy, looks great and works great. Thanks for your continuing guidance WhiteDogs. There it was, a 1982 Yamaha SR250J that I learned he bought in '91, never

plated it, just drove it around the yard. Put it away in the shed in

'92. <http://coracconstruccion.com/dleyes/admin/fotos/calculus-the-classic-edition-solution-manual-pdf-swokowski.xml>

But there it was, sitting there ready to go for scrap. Wow, I thought. I went over to look at it. It is complete but in rough shape, surface rust everywhere. Tires are not weathered but the rubber is hard. Long story short, I bought it for next to nothing and had it home that afternoon and started its revitalization. The piston was seized and freed up easily and the carburetor needed a tear down and good cleaning. The carb is like a showpiece. The gas tank was filled before parking, so I'm not sure of the inside because the cap won't unlock. I've spent the last 5 days cleaning this thing up to a point of starting it. The seat is showroom condition. I do believe it will start. We'll find out tomorrow. I hope to make this my summer commute vehicle. Any thoughts on what else should be done to this old gurl I would say try and get in the tank and have a look before you start it the tank could have loads of rust and dirt in it which could block up your fuel tap and carbs. You can spray a maintenance spray grease into and around the lock and leave it to soak for a while to see if it frees it up. Just got my 1980 SR250 registered. I too have a drip on the left side of oil that I haven't bothered to investigate yet. Fun bike. No wonder she ran really bad the last 400km! Where's my adjuster valve screw and hex nutt. The thing hasn't exploded, and got me home. So what do you think. Will I have to remove the cylinder head to find them. Oh man, I know I sound really stupid, but I've been doing my own mechanics on my bike now for some time, never having done any mechanical work before. I'm really happy with my efforts. Except for this! Noise from the engine like you have no idea. It turns out that my inlet adjuster valve screw and hex bolt had worked their way loose and off. This baby got me home regardless, as per my earlier posting. I've since searched the net for info, any info.

All I managed was learning new, correct terminologies for the parts of my disappointment and cluelessness. THERE, sitting in a bit of oil was my inlet valve adjuster screw right in front of my exhaust valve chamber. I alligatorpliered it out. Then, feeling lucky but still clueless, I looked around and located my hexnutt down deep below my inlet valve chamber. You guys probably already know what that means. So I'm off to discover it for myself. If it happens again or something similar!, try and find the missing parts if you think there inside the engine before moving on as loose metal parts inside the engine can often result in major damage! Also, if you remove the speedo drive from the front wheel it connects to the other end of the cable, on the side of the front wheel, check it spins smoothly and freely. What do you think that is about. This has happened to me a couple times lately, all of a sudden I go to give it throttle and it dies. Then start it back up, give it some throttle and bam its dead and dieing. I thought hey i'll check the spark and there was a light yellow spark. So, I took the coil wire off and inspected it, put it back on and everything was back to normal, and the spark was a nice powerful blue spark. I have a proly a 4 week old spark plug and a week old air filter. Other than this though it runs great. Thanks everyone! Happy riding! Could also be faulty electrics it might be the wires degrading inside the coil or HT lead. Thanks WhiteDog! If I can email you I'll send you a picture of the screw I think it might be so I can confirm it. I don't wanna start twisting and mess something up without knowing for sure. Thank you sir! I haven't received anything. Every time I do a search, it only pulls up information about the fork seals. I know where to drain the oil but when I remove the cap that I thought covered an access bolt, there is nothing there. There's also a small screw on the side of the fork, just above the spindle hole.

<http://www.drupalitalia.org/node/77937>

This may be to let the fork oil out although I've never removed this screw so can't say for sure!. To fill the forks, remove the big bolts in the tops of the forks and put the oil in best to fill 1 at a time. It was sitting in a garage since 1984. After cleaning it up and changing the oil I have tried to start it and I am not getting spark. What could be the most likely reasons for this. The bike only has 1543

original miles on it You can also check the wires coming from the coil and the CDI and look for damage or excessive corrosion, also check the earth connection from the battery and other parts are undamaged, corrosion free and properly attached. I will be changing the oil and filter this weekend with 10w40. I also want to clean the air filter can I use 10w40 oil for this And today after going a bump in road the bike felt like it was grounding and felt different like it was grinding the road, any clue as what this might be Thanks If you've hit a bump and it's changed the handling, have a look for any visible damage to the rear shock, front forks and wheels are the fork seals leaking now, are there any dents in the wheels, are the wheel bearings still ok etc. I've got a couple new questions though. What kinda rear shocks does the bike have. And next, how do you get the fork seals out. Are they easy to replace. Do you have to replace the dust covers. Oh and last thing. where you take the forks off theres 2 bolts that holds them on, but theres a rubber thing over them.If you've not done it before, you would be better off asking someone to show you how to change the fork seals as it's a bit too complicated to explain on here. There were some videos on YouTube showing how to change the SR250 fork seals last time I looked. I bought my sr250h in oz 3 yrs ago I love it its in exellent condition for its age but I think it needs new starter motor brushes i do maintenance on my car myself so was gonna have a go at fixing it myself.

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Ive checked the battery thats fine so definitely starter motor issue but can anyone tell me if I have to take both covers off to get to it I may be able to remove it from left side but then I think the running gear will drop and that I will have to remove right cover to put it back is this the case. So does this mean draining oil etc I would appreciate any help you can give me thanks Tina So glad I don't have to buy new shocks!! About the forks though. Theres lots of videos on youtube but only one on youtube about the forks for the SR250 that I could find. And he doesn't really show you how to change them. If you could help me find a video closest to the 250 forks and really explains how to change them I sure would appreciate it. You sure have been a good help. Oh and last question. Do they sell aftermarket SR250 fork dust covers. I couldn't find anything on ebay. Thanks a lot! Hope your having a good weekend! NOT for a novice! Don't even bother if you don't have lots of time, patience, some experience and tools. The first challenge was to get the spring clips out of the fork tops, or even find them so rusted were they. Anyhow the fork caps had to be cold punched down where they promptly seized. Spring clips out, top pinch bolts loosened. Had to drill and tap holes in the seized fork caps then fabricate a puller to get them out, they were stuck in there but good. Drained the 35year old oil. Made an 8mm hex tool by chopping off the short end of the L shaped hex wrench to fit the 8mm socket for my electric impact wrench. One spun but didn't come out expected, one wouldn't even budge with impact. Required a little heat and tapping with brass mallet. Had to fabricate a 2.5 foot long 8mm steel bar threaded on one end with a 14mm nut brazed on to help hold the damper rod it handily has a 14mm hex female at its top. Forks finally dismantled. Next pry those old seals out, bent 3 big screw drivers.

<http://www.btrcontrols.com/images/boston-dvb-4500-manual.pdf>

Fold a leather glove and put it between lever and fork mouth otherwise you'll damage it. In the end what worked was a large hardened steel punch with a cheater pipe. New seals in. Used slightly modified circlips instead of the rusted and discontinued wire clips to retain the seals. Clean everything with steel wool, brake cleaner and plenty of rags. Reassemble in reverse with 10W forkoil. Good luck all. I managed to get chain back on but now it wont start on neutral and the indicator light for neutral wont come on. It starts on 1st then it can idle on neutral but only with kickstand up. This is the first time this has happened Any thoughts on what it could be Thanks Sounds like the chain may have caught or damaged a wire when it came off. I bought one on ebay but all links are connected and it is my first time doing this. Manual I have doesnt mention this. thank you Do i need special tool for installing new chain. This will be my first time. Oh yeah went to the

shop and was informed that dry wax lube on chain is a terrible thing it needs grease. I think that might be why chain came off as well as the fact that the tension needs adjust. So I will try to keep her going. Your thoughts are much appreciated. I'd lube the chain every other day if your using the bike daily. Just picked up a sr250 to teach the ol'lady how to ride. I'm looking for parts, and I can barely find anything for this antique. I need piston rings and all sorts of goodies. Been on ebay, found some stuff. I wanted to get a new piston, and was wondering what the exact piston diameter is for this American novelty bike It hesitates. But it only does it in first though. And the hesitation only lasts a couple of seconds. But when you get on it hard when its not moving it definitely feels like it has a power loss. Any ideas I can live with it, but i'm a perfectionist so it gets annoying. Thanks for all your help! Maybe I should take the carb off and soak it in gas.

It is not too difficult, just need to solder in a couple wires. Hardest part was finding which wire was which, needed to use my multimeter. I bought a SR 250 engine to fit into a quad bike. It was quite a job but it's in and if the engine would just start, it'll be a success. Any other suggestions from anyone However it has recently developed an annoying popping and banging from the exhaust on the over run which is accompanied by a tinny rattling sound from thee area of the exhaust down tube. I have examined the exhaust and it seems entact and hole free. The inlet manifold looks a little suspect, but it has since owning the bike. Any ideas anyone. I just checked it after a 15 minute ride, parked it on a level floor, put it on the center stand, and to my surprise in the window on the engine, it was only half way full. I'm not sure if this is good or bad. Should I add more Thanks! Merry Christmas everybody! It's not uncommon for older bikes to use a bit of oil. Have you seen any excessive smoke from the exhaust or can you smell burnt oil when riding And I only notice this when it's cold. I'm not sure if it's just exhaust or if it is burning oil. Thanks for replying. If it is burning oil, what would you have to do to fix that. Or is it important enough to fix Do you notice any oil patches underneath it in the morning if your not sure, park it on a clean patch of ground and put some white paper underneath, this should show any oil leaks. Well I think I'll just leave her as is, and if I notice any problems take it to the shop. Thanks man! Merry Christmas! Are there other wiring diagrams for the 82 sr250 and where may I find them Perhaps there was some change made. I have it operating and am thrilled that I was able to rebuild her and clean out case and now ride her again. What tyres can be used on these rims And what aftermarket rear shocks can you recommend It needs a head gasket and I'm sure a few other things.I was hoping you would know where I can buy a new petcock.

Went on Amazon, but not sure it will fit the bike. Thanks for your help. What makes you think the Amazon one won't fit It looks the same. My problem is it won't arrive till May 10th, then if it doesn't fit I have find another solution. By the way I have a 1981 SR250, which I converted to a bobber. I've had a 1980 SR 250 for 4 years now and use it every day to get to the station. I try to keep it in good nick. 2 years ago I had to replace the silencer. I chose one from a catalogue and it works fine but it's too small and consequently makes one hell of a din. Can you recommend a replacement that would suit. As soon as I bought it I realised the neg pressure fuel tap wasn't working. I've replaced with a conventional on off fuel tap. I did try to order a replacement but it didn't fit under the lip of the tank. Again, have you got any recommendations For the exhaust, would you be able to fit an exhaust baffle to reduce the noise I replaced the old one using a catalogue and it was a bit small. Could the fuel tap effect the carbs performance. I've had the carbs adjusted and looked at but the delivery is all a bit rough. Never needs choke from a cold start. Every so often a small backfiring. Any ideas would be very much appreciated. Is the fuel original fuel tap for the 400 the same as the 250 I have the 1981 SR185 and can find little to nothing on compatible parts. I would love to know if the front fender is interchangeable. I think the chrome looks really good and the SR185 has plastic. Thanks, Mike It now has 35000 miles on it and has a little oil spot on left side but runs fine. Right off the bat in fact the day I got it I changed the handle bars to some dirt bike bars and took the seat off and cut out the hump that hits your tailbone. I have replaced tires once and chain and sprokets twice.

If you lug it it will throw the chain off and once it bunched up and cracked the outer cover on front sprocket I have seen this on another sr250g it is the only motorcycle I have bought new zero miles and the least trouble of any I have had. I didn't get carb worked on till last year a friend talked me into running sea foam through it said it would clean it out it did then I took carb to a shop and had it cleaned right. A great little bike I don't think anything off the 185 will work on it. Also when I bought it I got a Yamaha service manual an if you look on eBay you might find one a lot better than haynes or others in my option. The only thing mine really needs is new shocks and seals in forks but I still ride it a thousand miles a year. Also a few years ago a friend gave me one just like it missing the tank and seat but a lot of good parts. I am glad other people enjoy these as much as I do. Dennis Was wondering if anyone else had hat happen, haven't torn into to look at yet. I just picked up a 1980 SR250 yesterday. My first motorcycle, and I'm super psyched about it. It runs great and I plan to ride it until the weather gets too cold then spend the winter disassembling, cleaning, and modding it. I intentionally bought this bike because I want to learn, and these seem to be fairly simple as far as road bikes go. WhiteDog, the links you've posted to Amazon are no longer in stock. I see some on ebay that say "owner's manual". Maybe a dumb question, but is this the same as "service manual" that I see others referring to in this discussion Has anyone had experience and success at installing a kickstarter. Any tips on finding the right parts for that would be appreciated. A service manual normally lists a break down of every job on the bike including specs, tightening torques etc. I like the idea of having a backup to the electric, esp with such a small engine. But I'm dubious as to whether that will include all necessary stuff. Will let you know.

Barb Tho I only weight 120lbs, which probly helps. He said it should give me a touch more top end speed. It now pucks up fine through to 4th gear but no matter what the revs when i chande into 5th gear it drops and won't go above 6k revs and looses speed too, drops from about 70 down to 60mph. Mechanic said I want getting revs high enough before changing up but even at full throttle no difference. Has anyone any ideas why this is happening. Thanks for any advice Can't remember which one it is as it's been a looong time since I changed the oil on one of these. You should need about 1.6 litres of oil if your changing the oil and filter. I want to install akickstarter and lose the battery. It is not a popular bike here in the U.S. and finding the kickstarter for it appears impossible. You would probably need to modify the crankcase though as the SR250 kickstart hole is blanked off Was sitting for years apparently, carby all blocked up.All i can find is one brass screw under the throttle cable Help a guy out haha cheers. Hope you're doing well I've got some running problems with my SR250 1981, and I'm hoping a carb rebuild will fix it. I'm getting most of the parts OEM from Yamahapartshouse, but they don't carry the pilot jet anymore. I have everything I need in my cart except the pilot jet, lol. Was wondering if you knew of one for it. If so please send me a link.It's running way better, but still rich. We'll see if the new pilot jet fixes that, it may or may not. I know it needs a new one anyway. But my question is, are you supposed to adjust the pilot jet, or main jet. Really noob question I know. Nowhere in my manual does it say about adjusting anything in the carb except the float height. I've read some things online, and haven't found much info. When putting my carb back together I usually just tighten the jets down.

Thanks, have a great weekend To do any adjustment to it you have to get it out, by either drilling it out, or getting a screw to go in it and pulling it out. I've done a bunch of mods to give it a Thruxton look and would like to figure out the widest rear tire she can run as I find that helps cornering on my Bonneville. Any idea what rear max rubber width would be I just bought my first bike last week. One question, I've bought an aftermarket speedometer by acewell. I can't find a speedo sensor cable that fits my 1980 Yamaha sr250. Any suggestions Thanks! My next issue is that the bracket which holds clutch to the handle bar cracked while tightening. Do you know where I can get one You can add them to the page if you like When I got her she struggled to do 55mph, engine work and a new exhaust later got it up to 65mph, 70mph on the flat. My mechanic suggested changing the sprockets front and rearwould give me a bit more top end but it's actually made things much worse. Also

engine gets hot. The mechanic insists I must be changing up too soon but it's full throttle before I change. Pull off and lower speeds are fine so it's not a problem around town but I can't keep up on the A roads at all. Really annoyed I spent good money to make the bike worse. Any advice please I used to ride it and often and it never exceeded 68mph. That is on a flat stretch of freeway several miles long. He still has it today and has it up for sale. It has about 1200 miles all original still looks brand new. Anyone around the Flint MI area. Interested Anyone know Just bought a 1980 SR250 yesterday, in pretty rough shape to be honest. I plan on removing the tank and carb, cleaning and rebuilding each, and replacing the fuel lines to get it running off of regular gas. After that, the full rebuild will commence. I want to drive this around town here in East Tennessee, and the thought of drum brakes on the steep hills doesn't resonate very well with me.

Has anyone replaced the front forks to accommodate a disc setup. Any experiences would help greatly! Also you would have to change all the front fork and bottle of suspension too Good luck Any ideas After opening the beast three times I may be able to help with any question. Cheers Notice the bottom of the exhaust is rusted out. Can I add any exhaust that fits. The part rusted out is the bottom attached to the frame. Excellent shape but just don't ride it much anymore. Would like to see it go to a good home. Anyone interested It's in the NE WI area. Can I use a Mikuni VM34168, VM34275, or VM34389. I would really appreciate some guidance. And is there any way I can find out what colors of wires are for what I haven't been able to find a decent diagram that I can read or be able to see the script is too little and goes blurry when I try to zoom in Any help would be awesome I can take pics and send them of what I'm dealing with if it helps thank you !!! Scott Only done 1700 original miles as it was in a barn for 35 year. Anyway, haven't ridden it for a couple of weeks occasional Sunday spinner as I have. Trophy for every day and when I turned key on there as no neutral light. Checked all wires and nothing. Finally married it down to the relay bolt inside the engine case. Cleaned it as it was grubby, took small screw out and shorted wire to outside of bolt. Neutral light came on fine. Decided that's the fault so proceeded to remove bolt. On the last thread it FLEW out, followed by a good gallon or so of petrol. I turned the tap off but it kept coming. Looks like there was already all that petrol in there. How did it happen, how can I fix it. Any ideas as I'm not sure of how this bike operates yet Notify me of new posts by email. Some issues were a little difficult to cover in the video so I hope to capture the remaining ones here. Manual scans. I figured it would be a good resource to all to have access to the chapter in the workshop manual about the carb. So here you go!

open in a new tab or download. Stubborn screws and jets. If there is one thing you should do before working on a carb, it is to get the right tools. More accurately put, get the right screwdriver or bit for your driver that matches the screw or jet head perfectly. Do not use some shitty old crappy tool or one that is too small or too large, you will fuck the screws or the jet heads and make the whole job a nightmare. Mentioned in a couple of the Jodus youtube videos is the use of JIS Japanese Industry Standard screws on Japanese motorcycles. These are slightly different to standard Philips screws and it really helps if you order yourself a JIS screw driver set or bit set. Check out the difference below The clear difference between JIS and Philips drivers The next important thing to mention is how much force is required sometimes to remove these bastards. Not just rotational force either, rather pressure force into the screw and jet head as well. This does not help remove the item, rather it prevents the tool from torquing out of the detail and damaging it. Brass and aluminum are soft metals after all. This will hopefully break up or at least loosen any corrosive bond the two subjects have formed. If this doesn't work, try an impact driver. If the screw or jet head is stuffed, try getting a hold of it with a pair of big ass poligrips, this works a lot of the time. Good old polygrips on the screw head. A lot of the time, you will inherit a carb that has been worked on by a ham handed mechanic, the type with no feeling for the art whatsoever. Anywho, sometimes the screw heads and jets will already be right and proper fucked. In this case, the aforementioned trick with poligrips or head modification with a dremel might work. Rotary power tool with disc cutter bit. Make a nice big

slot in the place of the stuffed head detail now it is a flat head screw.

One trick to remove a stuffed pilot jet is to drill a small hole into it, then find a torx head driver that is just slightly larger than the drill bit you just used. Then pound in that screw driver into the head of the pilot jet. Once in there nice and snug, apply a lot of heat preferably locally to the carb and spray with oil. Do this a couple of times hopefully a couple of heat expansion cycles will break the corrosive bond. Then try turning out the pilot jet. Obviously you destroy the jet, but this is a cheap sacrifice for saving the carb. Bash that torx driver into the pilot jet, apply heat and penetrating oil, turn out. The soft brass takes on the form of the star shape torx drive from the force of the blow, then you have a nice grip on it to turn it out with help of heat and oil. Float height. You will see the method below suggested in the manual. This is a really easy and clean method for checking actually, but it only works if the carb is on the bike or the float bowl full with fuel. We have measured the responding height the float bowl should be, according to the more conventional way of measuring see below. It should be 23mm from the gaskets surface to the highest point of the float when the float needle valve is seated and the internal compression spring is extended know what I mean. Ruler to gasket surface. 23mm to top of float. Diaphragm issues. Proper operation of the diaphragm is paramount to clean and smooth engine running. The smallest of pinholes can mess everything up and have you wasting your time with jetting in the carb. Make sure to inspect with a close eye and the diaphragm either held up to the sun or a backing light and inspect the entire surface area of it. Sometimes a hole will be very obvious, other times it really will be a pin hole. You can try and repair pin holes with silicone or something, I am sure some people have succeeded with this for a while, however I have never done it myself and think it is a less than optimal solution.

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