

If you continue to have problems, we suggest taking or sending your firearm to a Remington Authorized Repair Center or our factory for evaluation.

You can locate your nearest repair center by visiting the Repair Information Center in our Support Section and selecting your model and state:

<http://www.remington.com/repairsvc/ModelSelection.asp>

The **difference between the two are cosmetic. The Wingmaster** comes with more accessories and the finishes are different. Parts between the two will interchange.

Standard vs light

Thank you for contacting Remington Country. The light contour barrel is a few ounces lighter than the standard contour due to the thinner contour on the outside diameter of the barrel. The barrel can still safely shoot factory loaded ammunition with the correct choke installed.

Statement on the clam pack

The **clam pack** states that the parts will not interchange with models made before '82. They put that in there because the Model 1100's made before around '82 had a detent made into the F/E so that the mag cap would lock down tight. The clam pack parts will fit on the Model 11-87 12 gauge old or new without a problem because the cap locks down with the magazine spring retainer. The older 1100's can be used with the clam pack parts, however they have to keep a check on the magazine cap every few shots to keep it good and tight. If the cap loosens, the barrel will have a slight movement and cause wear in the receiver.

11-87 SM

We apologize for any inconvenience. The Model 11-87 Super Mag should cycle loads down to 3 1/4 drams of powder and 1 1/8 oz of shot. When shooting 2 3/4" shells with this load or less you may need to install a barrel seal activator for added pressure. If you did not receive one with your firearm you can register for a seal to be sent at no charge at the following section of our site.

<http://www.remington.com/support/parts/partsinfo.htm>

To remove the fore-end nut

Thank you for contacting Remington Country. To remove the fore-end nut, you can take a pair of needle-nose pliers and open them into the cuts in the nut. Unthread it counter-clockwise. After removing the nut, rock the action bars until the fore-end tube works out of the fore-end.

A fore-tube nut wrench is offered through Brownell's if you prefer.

www.brownells.com