

When the 1100 came out it was awesome-it was gas operated, was reliable, and it also greatly reduced recoil (this is due to it using recycled gas)

1100 and 1187 have least amount of felt recoil of any on the market.

The 1100 was a great gun but you had to buy target model 2 ¾ only or magnum 3".

The 2 ¾ inch bbl had a V at the end of the serial number.

3 ½ inch shells don't cycle reliably yet.

1100 AND 1187 BBL'S DO NOT INTERCHANGE!!!!!!

The 1100 has a flat bbl guide

The 1187 has a relief cut on the bbl guide and has the gas compensating system.

The cut in the receiver that goes back toward the stock is to keep the receiver from cracking.

Troubleshooting

When the 1100 or 1187 aren't cycling, say it shoots the 1st round and jams the second,

1. Check the bbl seal-look to see if it's cracking, dry rotted, or stretched too much. Try to stretch-if it will stretch then it's rubber and it's not a real bbl seal.
2. Piston Assembly-this used to be two separate parts in '98 went to the snap together kind that we use now. When they were separate pieces that didn't snap together they cracked badly. Now that it's one part with cuts you have to make sure that the cuts are opposite from each other. If they are lined up the gas escapes. Consumers must make sure that these, piston and piston seal, are clean too.
3. Magazine tube needs to be super clean. To do this get a bronze bristle brush or nylon brush with bore solvent or bore action cleaner (or rem oil) and scrub, scrub, scrub. Fine steel wool either 00 or 000 will work. After cleaning do not oil. If you oil before you store it, make sure to clean it all off when you get gun back out.
4. The action spring tube (in the stock) must be clean. The spring can also get worn out or set back. This must be replaced. You can use a .45 cal bronze brush and scrub the fool out of the action tube. Do not put oil on the tube (can put a LITTLE on the action spring).
5. If the carrier latch is broken (from pulling trigger with trigger assembly out of gun)
6. Took bbl off and piston seal and piston. The bbl seal may be stuck in the gas cylinder.

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