Mitsubishi L200 Double Cab MY26 – Road Test

Published: October 19, 2026

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Online version: https://www.wheels-alive.co.uk/mitsubishi-l200-double-cab-my26-road-test/

Few sights in the country are as familiar as the Mitsubishi L200 pick up, writes Robin Roberts (and WheelsWithinWales).

So it was sorely missed when it was put out to pasture in 2021 after a run of 43 years, but in a very clever move by importers and for owners in particular, the shire-horse of the shires has trotted back onto roads and rough tracks this year, along with a stripped down Commercial version.

But it's not a mildly updated model, rather a completely new 7th Generation go-anywhere & do anything workhorse.

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With a new 2.4 litre engine it's more powerful, economical, better specified, comfortable and capable than ever before.

The range is simplified with five-seat double cab layout in Titan or higher Barbarian trim

and it's just been stabled along with the Commercial promised when the two passenger car derivatives were launched this summer.

The top spec model has the new super select 4WD-II, with shift on the fly permitting selection of full-time all wheel drive on any surface if the usual rear wheel drive is not enough. Seven drive modes cover any possible terrain, it carries over a tonne and will pull 3.5 tonne in Barbarian trim.

The Titan costs from £36,295 and Barbarian begins at £39,995 before taxes while the commercials will be about £1,200 more in each case.

Mitsubishi stopped selling vehicles in Britain in 2021 but the International Motors group maintained a strong parts supply network and supported a nationwide after-sales and service operation, so it's not having to build a completely new brand from scratch, unlike some new age rivals.

It has over 100 service outlets and some 60 new car sales showrooms will grow out of these for the L200 and Outlander SUV which has also been launched behind the well known three-diamonds' badge.

There are coil front springs and workmanlike leaf rear springs underneath to take heavy loads and ease towing.

The new engine and seven-speed automatic transmission were impressive with their pulling power and smoothness although it's shifting a lot of weight and was not very quick as a result. Engine noise was modest unless really revved.

Pick up was very smooth and the rig proved stable as well.

In our earlier introduction this summer off-road, the L200 did remarkably on standard tyres which tested its grip while the sophisticated traction assistance made starting on slopes and steep descents very safe and sure footed.

Behind the gearstick, a rotary dial controls drive-mode selection with buttons for hill descent control and power or eco to make the most of its performance.

Secondary buttons on the stalks either side of the height-adjustable column look after lights and wipers, and there are more on the wheel-spokes for over-riding the infotainment display in the centre of the fascia. That is a 9-inch screen which was very clear, changed quickly but was cursed with a dated and difficult to use navigation system.

Push buttons below that operated the climate control temperature, output and distribution, all of which were very good in the big cabin.

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Powered windows all round and chunky door mirrors could be operated from the driver's armrest.

Oddments spaces were plentiful throughout and the middle back-seat doubled up as a two-cup holder for passengers either side.

Mitsubishi built side steps into the door-sills to ease access and egress and were appreciated, and once inside the visibility and room was very good, helped by heated and powered front seats.

The deeply padded and shaped seats cushioned users well and provided adequate lateral support too.

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Really big wipers cleared the glass after a powerful wash but there's no system for the vertical rear window, and was not needed on our test anyway.

Lights offered a wide, long beam and even had a setting for auto-dip but that seemed slow

responding at times when going from street-lights to no lights. Oddly, it worked quicker moving from dark to light conditions or when facing oncoming traffic.

We only found the engine noise intrusive at higher revolutions but the road rumbles were there most of the time and sometimes there was wind noise from the driver's door seal or mirror as well.

The tailgate was opened by a central latch and dropped to lower chest height to provide a very wide and long bed with tie down eyelets and was big enough to take a Euro-pallet once you could climb up to secure it.

It is a big ‘car’ for everyday use and overhangs most parking bays while its low ratio steering meant a lot of arm twirling in most situations, but its multitude of cameras were a tremendous help.

On winding country roads it could easily be encouraged along at a steady pace, helped by clear visibility thanks to the high seating position with deep windows, and it took on motorways with ease.

The fuel consumption was reasonable for what is an expensive commodity today.

VERDICT

We have waited five years for the seventh generation of the L200 but it’s reappeared better equipped and a much improved model over the predecessors.

Familiarity does breed contentment.

For: Roomy with comfortable seats for five, strong powertrain, good payload, well equipped.

Against: Big turning circle, choppy ride, very poor mapping system, modest acceleration.

FAST FACTS

Model: Mitsubishi L200 Double Cab Barbarian

Price: £39,995 plus VAT

Mechanical: 201 bhp 2442cc bi-turbo diesel, 6 speed auto 2/4WD

Max Speed: 111 mph

0 – 62 mph: 12.6 secs

Fuel consumption: 41 mpg

Insurance Group: 49D

C02 emissions: 222 g/km

Bik rating: 37%, £360PA

Warranty: 5 years/ 62,500 miles

Size: L 5.32 m (17.45 ft), W 1.87 m (6.14 ft), H 1.80 m (5.91 ft)

Payload: 1,025 kg (2,260 lb)

Kerbweight: 2,175 kg (4,795 lb)

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